FLORIDA STATE LIBRARY

FORTY-FIFTH ANNUAL REPORT

OF THE

RAILROAD COMMISSION

OF THE

STATE OF FLORIDA

FOR THE YEAR 1941



F351.87s
R612

FORTY-FIFTH ANNUAL REPORT

OF THE

RAILROAD COMMISSION

OF THE

STATE OF FLORIDA

FOR THE YEAR 1941



COMMISSIONERS

GEO. G. MCWHORTER, *Chairman*, Commissioner; E. J. VANN, Commissioner; WILLIAM HIMES, Commissioner; JOHN G. WARD, *Secretary.*	Aug. 17, 1887, to June 13, 1891.

(Commission was abolished by Act of Legislature, 1891; was recreated by Act of Legislature, 1897.)

R. H. M. DAVIDSON, *Chairman*, Commissioner; HENRY E. DAY, Commissioner; JOHN M. BRYAN, Commissioner; J. L. NEELEY, JR., *Secretary.*	July 1, 1897, to Jan. 3, 1899.

HENRY E. DAY, *Chairman*, Commissioner; JOHN M. BRYAN, Commissioner; JOHN L. MORGAN, Commissioner; J. N. NEELEY, *Secretary.*	Jan. 3, 1899, to Jan. 8, 1901.

HENRY E. DAY, *Chairman*, Commissioner; (Henry E. Day resigned October 1, 1932, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chairman for the rest of the term.)	Jan. 8, 1901, to Jan. 6, 1903.

JOHN M. BRYAN, Commissioner; JOHN L. MORGAN, Commissioner; J. N. NEELEY, *Secretary.* (John L. Neeley resigned October 1, 1901, and Royal C. Dunn was elected as his successor.)	Jan. 8, 1901, to Jan. 6, 1903.

JEFFERSON B. BROWN, *Chairman*, Commissioner; R. HUDSON BURR, Commissioner; JOHN L. MORGAN, Commissioner; ROYAL C. DUNN, *Secretary.*	Jan. 6, 1903, to Jan. 3, 1905.

JEFFERSON B. BROWN, *Chairman*, Commissioner; R. HUDSON BURR, Commissioner; JOHN L. MORGAN, Commissioner; ROYAL C. DUNN, *Secretary.*	Jan. 3, 1905, to Jan. 8, 1907.

R. HUDSON BURR, *Chairman*, Commissioner; JOHN L. MORGAN, Commissioner; NEWTON A. BLITCH, Commissioner; ROYAL C. DUNN, *Secretary.*	Jan. 4, 1907, to Jan. 8, 1909.

R. HUDSON BURR, *Chairman*, Commissioner; NEWTON A. BLITCH, Commissioner; ROYAL C. DUNN, Commissioner; S. E. COBB, *Secretary*.	Jan. 4, 1909, to Jan. 3, 1911.

(S. E. Cobb resigned Sept. 5, 1909 and J. Will Yon was elected as his successor.)

R. HUDSON BURR, *Chairman*, Commissioner; NEWTON A. BLITCH, Commissioner; ROYAL C. DUNN, Commissioner; J. WILL YON, *Secretary*.	Jan. 3, 1911, to Jan. 7, 1913.
R. HUDSON BURR, *Chairman*, Commissioner; NEWTON A. BLITCH, Commissioner; ROYAL C. DUNN, Commissioner; J. WILL YON, *Secretary*.	Jan. 7, 1913, to Jan. 5, 1915.
R. HUDSON BURR, *Chairman*, Commissioner; NEWTON A. BLITCH, Commissioner; ROYAL C. DUNN, Commissioner; J. WILL YON, *Secretary*.	Jan. 5, 1915, to Jan. 2, 1917.

(J. Will Yon resigned August 1, 1917, and Lewis G. Thompson was elected as his successor.)

R. HUDSON BURR, *Chairman*, Commissioner; NEWTON A. BLITCH, Commissioner; ROYAL C. DUNN, Commissioner; LEWIS G. THOMPSON, *Secretary*.	Jan. 2, 1917, to Jan 7, 1919.
R. HUDSON BURR, *Chairman*, Commissioner; NEWTON A. BLITCH, Commissioner; ROYAL C. DUNN, Commissioner; LEWIS G. THOMPSON, *Secretary*.	Jan. 7, 1919, to Jan. 4, 1921.
R. HUDSON BURR, *Chairman*, Commissioner; NEWTON A. BLITCH, Commissioner; A. S. WELLS, Commissioner; LEWIS G. THOMPSON, *Secretary*.	Jan. 4, 1921, to Jan. 2, 1923.

Note—Royal C. Dunn was not a candidate for re-election.
Note—Newton A. Blitch died on October 30, 1921, and was succeeded by Hon. A. D. Campbell, effective November 12, 1922.

R. HUDSON BURR, *Chairman*, Commissioner; A. D. CAMPBELL, Commissioner; A. S. WELLS, Commissioner; LEWIS G. THOMPSON, *Secretary*.	Jan. 7, 1923, to Jan. 2, 1925.

Note—A. D. Campbell died on February 10, 1924, and was succeeded by Hon. E. S. Matthews, effective February 25, 1924.

R. HUDSON BURR, *Chairman*, Commissioner;	Jan. 7,
E. S. MATTHEWS, Commissioner;	1925, to
A. S. WELLS, Commissioner;	Jan. 4,
LEWIS G. THOMPSON, *Secretary*.	1927.

A. S. WELLS, *Chairman*, Commissioner;	Jan. 4,
E. S. MATTHEWS, Commissioner;	1927, to
*R. L. EATON, Commissioner;	Jan. 8,
LEWIS G. THOMPSON, *Secretary*.	1929

*Died February 27, 1927, and was succeeded by Mrs. R. L. Eaton, under appointment by the Governor for the unexpired term.

*A. S. WELLS, *Chairman*, Commissioner;	Jan. 8,
EUGENE S. MATTHEWS, Commissioner;	1929, to
MRS. R. L. EATON, Commissioner;	Jan. 6,
LEWIS G. THOMPSON, *Secretary*.	1931.

*A. S. Wells died December 16, 1930, and was succeeded by L. D. Reagin, appointed by the Governor to serve for the unexpired term.

EUGENE S. MATTHEWS, *Chairman*, Commissioner;	Jan. 8,
MAMIE EATON-GREENE, Commissioner;	1931, to
*L. D. REAGIN, Commissioner;	Jan. 6,
LEWIS G. THOMPSON, *Secretary*.	1933.

*L. D. Reagin resigned and Tucker Savage was issued a commission on July 6, 1931, appointing him to serve for the unexpired term.

EUGENE S. MATTHEWS, *Chairman*, Commissioner;	Jan. 3,
MAMIE EATON-GREENE, Commissioner;	1933, to
*W. B. DOUGLAS, Commissioner;	Jan. 8,
LEWIS G. THOMPSON, *Secretary*.	1935.

*Tucker Savage, appointed to fill unexpired term of L. D. Reagin, was not a candidate for re-election.

W. B. DOUGLASS, *Chairman*, Commissioner;	Jan. 8,
EUGENE S. MATTHEWS, Commissioner;	1935, to
JERRY W. CARTER, Commissioner;	Jan. 6,
*LEWIS G. THOMPSON, *Secretary*.	1937.

Commissioner JERRY W. CARTER was elected chairman for the year 1937.

*Lewis G. Thompson resigned July 3, 1936, and George L. Patten was elected as his successor.

JERRY W. CARTER, *Chairman*, Commissioner;	Jan. 6,
EUGENE S. MATTHEWS, Commissioner;	1937, to
W. B. DOUGLASS, Commissioner;	Jan. 6,
GEO. L. PATTEN, *Secretary*.	1939.

EUGENE S. MATTHEWS, *Chairman*, Commissioner;	Jan 6,
JERRY W. CARTER, Commissioner;	1939, to
W. B. DOUGLASS, Commissioner;	Jan. 6,
GEO. L PATTEN, *Secretary*.	1941.

FLORIDA RAILROAD COMMISSION

Tallahassee, Florida

LETTER OF TRANSMITTAL

March 1, 1942.

To His Excellency,
Spessard L. Holland,
Governor of Florida.

Dear Sir:

In accordance with the provisions of the Statutes, we transmit herewith the report of the Railroad Commission of the State of Florida for the calendar year, 1941.

Respectfully submitted,

W. B. DOUGLASS, Chairman,
EUGENE S. MATTHEWS, Commissioner,
JERRY W. CARTER, Commissioner,

GEORGE L. PATTEN,
Secretary.

TABLE OF CONTENTS

	Page
General Orders	9
Motor Transportation Department	35
Motor Transportation Orders	91
Report of Special Counsel	271
Report of the Telephone Engineer	315
Financial and Operating Statistics of Public Utilities	321
Steam Operated Railroads	323
Bridge Companies	337
Express Companies	341
Sleeping Car Companies	347
Electric Railway	353
Boat Line Operations	363
Telegraph Cable Companies	371
Telephone Companies	377
Auto Transportation Companies	389
Ferry Companies	425

General Orders

ORDER NO. 1334,

DOCKET NO. 1445.

IN RE: APPLICATION OF ST. JOSEPH TELEPHONE & TELEGRAPH COMPANY OF PORT ST. JOE, FLORIDA, FOR AUTHORITY TO MAKE CERTAIN IMPROVEMENTS IN THE TELEPHONE EXCHANGE AT PORT ST. JOE, AND TO REVISE ITS PRESENT EXCHANGE RATES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. St. Joseph Telephone & Telegraph Company has been petitioned by its subscribers to install at their Port St. Joe Telephone Exchange more modern equipment and to convert the present Magneto System into a Common Battery equipment. The total expenditure necessary for the change to Common Battery service will amount to approximately $10,500.00.

2. The telephone company has agreed to install a Common Battery System at its Port St. Joe Exchange, and in order to do so and to make a fair return upon its investment it will be necessary to increase its rates at such exchange. These increases in monthly rates have been agreed to by at least ninety-five percent of its subscribers who have signed the petition signifying their desire for these improvements and their willingness to pay the increased rates.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that St. Joseph Telephone & Telegraph Company be and it is hereby authorized to make the improvements contemplated at its Port St. Joe Exchange by installing Common Battery Equipment and upon completion of the installation of such equipment it is authorized to charge the following increased rates:

Residence 1-Party line	$2.60
Business 1-Party line	3.60

It is further ORDERED that its tariff set out in Order No. 1331, dated September 9, 1940, be amended so as to show the above changes in its rates, effective upon the installation of the Common Battery equipment.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 15th day of November 1940.

ORDER NO. 1335,

DOCKET NO. 1449.

IN RE: EXTENDED SERVICE BETWEEN ORLANDO AND WINTER PARK, FLORIDA BY WINTER PARK TELEPHONE COMPANY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Many conferences have been held between this Commission and the Southern Bell Telephone & Telegraph Company and Winter Park Telephone Company in reference to extended service between Orlando and Winter Park. At present a subscriber in either exchange is required to pay a 10c toll charge to call a subscriber in the other exchange. The telephone companies have now agreed upon a rate which will permit unlimited service between the two exchanges and this rate has been agreed to and accepted by the Chamber of Commerce and City Council of both Orlando and Winter Park. The rates agreed upon will be a differential of $1.00 for Residence Individual Line service at both exchanges and $1.50 for Business Individual Line service at Orlando and $2.75 at Winter Park.

2. The Commission has carefully gone into this matter and is of opinion that this additional service would satisfactorily serve the needs of a majority of subscribers in both exchanges who have occasion to make frequent calls to the other exchange, and that the rates for such service should be approved as this change involves additional investment both in central office and outside plant.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the extended service proposed to be put into effect by Winter Park Telephone Company be APPROVED and that the General Exchange Tariff of Winter Park Telephone Company providing a flat rate of $7.60 for Business 1-Party and $4.35 for Residence 1-Party, hereto attached and made a part of this order, be and the same is hereby APPROVED.

It is further ORDERED that this extended service be provided as soon as possible and that the above rates shall become effective when such extended service is available.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 14th day of November 1940.

ORDER NO. 1336,

DOCKET NO. 1441.

IN RE: APPLICATION OF BOCA GRANDE FERRY COMPANY, INC. FOR FRANCHISE TO OPERATE A FERRY OVER THE WATERS OF GASPARILLA SOUND BETWEEN PLACIDA IN CHARLOTTE COUNTY AND BOCA GRANDE IN LEE COUNTY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This application came on for formal hearing before the Railroad Commission of the State of Florida at the Lee County Court House in Fort Myers, Florida pursuant to Notice No. 781, on October 7, 1940. The following appeared:

Earl D. Farr, Esq. of Punta Gorda for the applicant.

LeRoy Collins, Esq. of Tallahassee for the Boca Grande Corporation in support of the application.

G. L. Reeves, Esq. of Tampa for the protestant, Boca Grande Inn. Inc.

2. This application is filed under the provisions of Chapter 13884, Acts of 1929 as amended by Chapter 14834, Acts of 1931, the same being sections 2749 (1) through 2749 (7) Perm. Supp. to compiled General Laws of Florida. The application relates to navigatable waters and the applicant exhibited with its application a letter from the District Engineer of the War Department of the United States Government stating that the approval of that Department was unnecessary for the operation of the service proposed. The intention to make the application was advertised in the newspapers as provided in the statute and written notice has been given by the Railroad Commission to the Board of County Commissioners of each of the counties involved as provided by law.

3. The applicant seeks a franchise to operate a ferry between Placida in Charlotte County and Boca Grande in Lee County, a distance of about six (6) miles, over a body of water known as Gasparilla Sound which separates the mainland from Gasparilla Island, bordering on the Gulf of Mexico. The Community known as Boca Grande is located on this Island and is a fashionable winter resort. The applicant has been operating a ferry over this route for about twelve (12) years but until shortly before the filing of this application was unaware that its operation should be under the jurisdiction of this Commission. The only other transportation service connecting Boca Grande with the mainland is that of the Seaboard Air Line Railroad, applicant's service being the only public conveyance for motor vehicles.

4. The evidence presented by the applicant clearly showed that the applicant has been giving efficient and satisfactory service and that public convenience and necessity require a ferry service between the points involved. The only protestant was Boca Grande Inn, Inc., owner and developer of the southern end of Gasparilla Island. This party both at the hearing and by brief filed thereafter raised certain legal objections to the granting of the application. The Commission has carefully considered these objections and is of opinion that the same are not well founded.

5. Several residents of Fort Myers and Lee County appeared as interested parties, fearing that if the franchise was granted the provisions of the law would preclude an operation being authorized at a later date between Boca Grande and a point in Lee County known as Bokeelia, located on the north end of Pine Island. The Commission is of opinion that the granting of this application will not affect the future establishment of a ferry between these two points in Lee County and it is not the intention of the Commission by this order to prejudice in any way such an operation.

6. Some question also arose as to the affect of the granting of this application on the services of small private boats operated for hire. It is not the intention of this Commission to assume any jurisdiction, over or to prejudice the rights in any way, of private boats, guide boats or boats for charter and taxi service that are not engaged in regular ferry service and that may be operated in the area served by the applicant.

7. The applicant presented at the hearing evidence of the value of its properties and of its receipts and expenses for the past several years. This evidence is insufficient to enable the Commission to definitely determine what should be the proper fares and charges for the applicant to make for its service. Pending the receipt by the Commission of the complete accounting and statistical data which the applicant will be required to furnish annually hereafter, the Commission will approve the rates in effect at present, to-wit:

	One Way	**Round Trip**
Automobile and driver	5.00	8.00
Pick-up trucks	2.50	5.00
Other trucks	5.00	10.00
Motorcycles	1.00	2.00
Foot passengers	.50	1.00
Special Order trips	10.00 for one car	
	5.00 ea. additional car	
Automobile rates applicable for year-round users	2.50	5.00

All of these rates will include passengers and freight.

8. The Commission will also approve the present schedules of operation, to-wit:

	A. M.	P. M.
Leave Boca Grande	8:15	3:15
Arrive Placida	9:00	4:00
Leave Placida	9:30	4:30
Arrive Boca Grande	10:15	5:15

Special order trips made on call.

Authority is given to add such additional schedules as the traffic may demand upon filing same with the Commission.

9. The applicant will be required to keep its books and records so that annual reports may be made to the Commission beginning with the calendar year of 1941 in accordance with the requirements of the Accounting Department of the Commission. The applicant will not be required to furnish the bond provided in the statute and conditioned upon the actual beginning of operations since the applicant has been operating this service for many years.

Wherefore, it is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that a franchise be and the same is hereby GRANTED TO the BOCA GRANDE FERRY COMPANY, INC. to establish, operate and maintain a ferry between Placida in Charlotte County, Florida and Boca Grande in Lee County, Florida; the northern terminus of said operation is to be the present landing of said ferry, that is to say, at the west side of the Seaboard Air Line right-of-way at Placida; and the southern terminus of said operation is to be the present landing place of said ferry, that is to say, the foot of thirty-sixth street in Boca Grande. The franchise rights herein granted shall continue in force as provided by law for a period of fifty (50) years.

It is FURTHER ORDERED that this cause shall remain open on the docket of this Commission for such further proceedings as the Commission may find necessary.

DONE and ORDERED by the Railroad Commission of the State of Florida in session in the City of Tallahassee, Florida, this fourteenth day of January 1941.

ORDER NO. 1337,
DOCKET NO. 1452.

IN RE: APPLICATION OF ATLANTIC COAST LINE RAILROAD COMPANY TO ABANDON OPERATION OVER AND TO REMOVE THE TRACKS OF ITS LINE OF RAILROAD KNOWN AS THE LUCERNE PARK BRANCH.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. In the year 1912 the Atlantic Coast Line Railroad Company constructed its Lucerne Park Branch between Florence Villa and Niles, a distance of 5.66 miles. At that time it was contemplated that the Lucerne Park Branch would be extended to connect with the main line of the Atlantic Coast Line near Haines City—but this was never done. This branch line was constructed to serve a sawmill which discontinued operation in 1913 or 1914, and the track has never since been used.

2. On February 19, 1941 the Atlantic Coast Line Railroad Company posted a notice at the terminus of this branch line that it would on the 28th day of February 1941 apply to the Railroad Commission to abandon this branch line and take up the track.

3. No one has appeared to complain about this abandonment and the Commission is of opinion that Public Convenience and Necessity permits the abandonment of said Branch line and the taking up of the track.

Wherefore, it is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that the application of the Atlantic Coast Line Railroad Company to abandon its Lucerne Park Branch, the total length of which track is 2650 feet, and to take up the rails, which said Branch Line is situate, lying and being in Polk County, described as—

> Beginning at the Southwest corner of the NE¼ of NE¼, Section 2, Township 28 South, Range 26 East; which point is also 4420 feet North of MP 4; and extending 1000 feet North to the point of curve of a five degree curve; thence following the arch of a five degree curve to the left for a distance of 934.3 feet to the point of tangency. From this point the track extends 715.7 feet in a northwesterly direction to the end.
>
> The last 1314 feet of the above described track is in the SW¼ of the SE¼ of Section 35, Township 27 South, Range 26 East,

be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 28th day of February, 1941.

ORDER NO. 1338,

DOCKET NO. 1217.

IN RE: APPLICATION OF INTER COUNTY TELEPHONE & TELEGRAPH COMPANY TO REVISE SECTION 7-A AND SECTION 7-B OF ITS GENERAL EXCHANGE TARIFF RELATING TO HOTELS AND APARTMENTS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Inter County Telephone & Telegraph Company has filed its application with this Commission to revise Section 7-A and 7-B of its General Exchange Tariff relating to hotels and apartments, both company owned and subscriber owned. It appears that a number of years ago the telephone company, by reason of the fact that a number of hotels in its territory had already installed switchboards and telephones for furnishing service within the hotels, made connection with these hotels upon a trunk line charge that was very low. This agreement with the hotels was intended to be a temporary one, and a contract was entered into with the hotels under the terms of which the telephone company agreed to furnish this service for a period of one year and from year to year with the provision that the contract might be cancelled and abrogated by either party upon thirty days notice prior to any annual period.

2. Under these existing contracts the telephone company claims that there is no way by which it can require the hotels to keep and maintain their equipment in a satisfactory manner for rendering reliable telephone service. It now has canceled the contracts and proposes a tariff that in many instances is lower than the present tariff as to charges for switchboards and battery power for hotels and apartments where the company owns the equipment. In order to insure proper maintenance where the hotels and apartments own the equipment the telephone company proposes to add a labor charge to several items involved in the furnishing of telephone service to hotels. Under this tariff the hotel company will pay for any and all material that may be found necessary in such maintenance and the telephone company will perform the labor without other compensation than the labor charge for keeping said telephone equipment in good repair.

3. The station charge where the hotel company owns the wiring will be 40c per month, and where the telephone company owns the wiring it will be 50c per month. The station charge where the hotels own all of the equipment will be 25c per month.

4. The Commission has carefully considered this tariff and has had considerable correspondence with both the hotels and the telephone

company in reference to this matter and is now of opinion that the tariff proposed by the Inter County Telephone & Telegraph Company should be approved.

Wherefore, it is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that the application of Inter County Telephone & Telegraph Company to revise Section 7-A and Section 7-B of this General Exchange Tariff, copies of such revised sections 7-A and 7-B being attached hereto and made a part of this order be and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 24th day of March, 1941.

ORDER NO. 1339,

DOCKET NO. 1454.

IN RE: APPLICATION OF ST. JOSEPH TELEPHONE & TELEGRAPH COMPANY TO ESTABLISH A LOCAL EXCHANGE FOR RIVER JUNCTION, FLORIDA, OUTSIDE OF THE AREA NOW OWNED AND OPERATED BY THE FLORIDA STATE HOSPITAL.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. St. Joseph Telephone & Telegraph Company is operating its exchange which furnishes telephone service to citizens of River Junction, Florida, in connection with the Florida State Hospital Exchange, and now proposes to install a complete new Common Battery System separate and apart from the exchange of the Florida State Hospital. The telephone company has perfected arrangements with the Florida State Hospital under which the hospital will rent three trunk circuits and the telephone company will furnish free three trunks between the two exchanges, and if other trunks are ever needed the telephone company has agreed to furnish one-half of the trunks and the Florida State Hospital the other half.

2. The telephone company has ninety-eight subscribers in this community and a petition has been filed with this Commission signed by seventy-one of these subscribers asking the telephone company to install this new service, and also petitioning this Commission to grant the telephone company an increase in rates of 50c per month for Individual Line Stations for Business Telephones and 25c per month for Individual Line Stations for Residence Telephones, if and when the installation of this new service and necessary trunk lines have been made.

3. The Commission has considered the facts in this proceeding, together with the petition filed by the subscribers, and is of opinion that the application of St. Joseph Telephone & Telegraph Company should be granted.

Wherefore, it is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that St. Joseph Telephone & Telegraph Company be, and it is authorized to establish a Local Exchange by which to render telephone service to people of the community of River Junction and Chattahoochee, Florida, and to revise its rates for such service in an amount not to exceed 50c per month for Individual Business Line Stations and 25c per month for Individual Residence Line Stations.

It is further ORDERED that these rates shall be and become effective when this new service has been installed, and the telephone company is hereby required to file its tariff of rates and charges for telephone service at River Junction and Chattahoochee, Florida, not to exceed the rates herein approved.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the city of Tallahassee, Florida, this 1st day of May, 1941.

ORDER NO. 1340,

DOCKET NO. 1453.

IN RE: APPLICATION OF ALABAMA & WESTERN FLORIDA RAILROAD COMPANY TO DESTROY RECORDS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

This matter coming on before the Commission upon the application of J. E. Summerell, Auditor of Alabama & Western Fla. R. R. Company, to destroy the remaining records of this railroad, and it appearing that the railroad has been abandoned, all its equipment sold and the receivership discharged, and it further appearing that on March 31, 1941 the Bureau of Accounts of the Interstate Commerce Commission authorized the destruction of these records, and this Commission being of opinion that such records would be of no value:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that permission to destroy all of the remaining records of Alabama & Western Florida Railroad Company, in the hands of J. E. Summerell, Auditor, be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 8th day of April, 1941.

ORDER NO. 1341 (Supplementing Orders Nos. 1248 and 1291),

DOCKET NO. 1308.

IN THE MATTER OF THE APPLICATION OF RAIL CARRIERS FOR AUTHORITY TO INCREASE INTRASTATE FREIGHT RATES AND CHARGES ON CEMENT, C. L. BETWEEN POINTS IN FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1248, dated May 25, 1938, this Commission, after hearing, refused to permit the carriers to increase existing intrastate freight rates and charges in Florida on cement C. L. to the same extent and the same amounts that interstate freight rates and charges were auhorized to be increased by the Interstate Commerce Commission in Ex Parte No. 123.

2. By Order No. 1291 (Supplementing Order No. 1248) dated April 26, 1939, this Commission authorized increases in intrastate rates on cement C. L. between points in Florida provided the standard rates without the addition of the arbitraries were established from Tampa to destinations in Northern Florida.

3. The rail lines in Florida concluded that they could not avail themselves of this authority without violating the prior findings and orders of the Interstate Commerce Commission in the cement case.

4. By Orders dated October 2, 1939, the Interstate Commerce Commission reopened the cement case for further hearing as to the interstate rates to, from, and between points in Florida, and as to the relation between these rates and the intrastate rates in Florida, and also instituted the investigation requested by the Florida railroads.

5. Extensive hearings were held under Docket No. 15806, Southern Cement Rates, and in Docket No. 28355, Intrastate Cement Rates in Florida, and the Interstate Commerce Commission found that the intrastate rates on cement in Florida to which no increases have been added result, and will result, in undue and unreasonable preference and advantage of persons and localities in intrastate commerce and in undue and unreasonable prejudice and advantage to persons and localities in interstate commerce.

It was further found that this undue preference and undue prejudice can be removed by requiring the rail carriers to cease and desist from publishing and maintaining throughout the State of Florida the present intrastate rates and to publish and maintain in lieu thereof rates which shall not be lower than the rates now in force and applicable to the transportaiton of cement within the State of Florida plus the increases sought to be established by the rail carriers on cement in C. L. in Florida.

6. The Florida Railroad Commission has carefully considered the record in these proceedings, and the orders and findings of the Interstate Commerce Commission, and is of opinion that its orders heretofore entered in these proceedings should be modified and amended so that the rail carriers may proceed to make effective these increases.

Wherefore, it is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that Order No. 1248, dated May 25, 1938, and Order No. 1291, dated April 26, 1939, be and the same are hereby AMENDED so as to permit the rail carriers within the State of Florida to increase all existing intrastate freight rates and charges in Florida on cement C. L. to the same extent and in the same amounts that interstate freight rates and charges in this territory are authorized to be increased by the Interstate Commerce Commission in its various orders in this proceeding.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 13th day of March, 1941.

ORDER NO. 1342,

DOCKET NO. 1455.

IN RE: APPLICATION OF ST. JOSEPH TELEPHONE & TELEGRAPH COMPANY FOR APPROVAL OF TOLL RATES OVER THE LINE BETWEEN PORT ST. JOE AND WEWAHITCHKA, AND BETWEEN APALACHICOLA AND CARRABELLE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. St. Joseph Telephone & Telegraph Company of Port St. Joe, Florida, has constructed toll lines between Port St. Joe and Wewahitchka, and between Apalachicola and Carrabelle, and has submitted to this Commission a Toll Rate Tariff to apply to calls over these lines.

2. The Commission has examined this toll rate schedule, and has checked the mileage and measurements, and finds that the rates are in accordance with the General Toll Tariff for intrastate business and should be approved.

Wherefore, it is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that the attached tariff showing the toll rates from Carrabelle to Apalachicola; from Wewahitchka to Port St. Joe and to Apalachicola; from Carrabelle to Port St. Joe and to Chattahoochee; from Wewahitchka to Chattahoochee and to Carrabelle, a copy of which tariff is attached hereto and made a part of this order, be and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 9th day of June, 1941.

ORDER NO. 1343,

DOCKET NO. 1451.

IN THE MATTER OF COMPLAINT OF FLORIDA AGRICULTURAL PHOSPHATE ASSOCIATION AGAINST THE FLORIDA INTRASTATE RAIL RATES AND CARLOAD MINIMUM WEIGHT PROVISIONS OF PHOSPHATIC SAND OR CLAY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Pursuant to Notice No. 785 of January 7, 1941, the above complaint came on for formal hearing before the Railroad Commission of the State of Florida at 10 o'clock A. M., on Friday, March 7, 1941, at the Hotel Mayflower in the City of Jacksonville, Florida, and then and there appeared the following:

A. D. Whittemore, for American Cyanamid Company, New York, N. Y., F. C. Hillyer and T. C. Maurer, Jacksonville, Florida, for Agricultural Phosphate Association, and C. L. Hinnant, A. C. L. Railroad, Wilmington, N. C., and C. Y. Shafer, S. A. L. Railway, Norfolk, Va., for defendant Florida Railroads.

All who desired to be heard were fully heard under oath.

Testimony introduced by complainants shows that phosphatic sand or clay, a waste of phosphate rock mines, is used as a fertilizer filler and as a soil conditioner. It is purchased by farmers and growers in Florida. Phosphatic sand or clay competes with ground limestone as an acid corrective, for direct application to the soil, and as a filler for mixed fertilizers.

Following the findings and order of this Commission in Docket No. 1193, Order No. 1157, the rates on phosphatic sand or clay, and the rates on ground limestone, were published and maintained on the same level for intrastate application in Florida until September 13, 1939. On

that date the Florida railroads, in Agent F. D. Miller's Florida Intrastate Commodity Tariff 427-C, I. C. C. No. 464, revised their intrastate rates on ground limestone in Florida with this Commission's authority in order to bring the intrastate rates into uniformity with the interstate rates on ground limestone.

Similarly the rail carriers had revised the rates on phosphatic sand clay from producing points in Florida to interstate destinations and to stations in Florida west of the Apalachicola River in order to bring those rates to the same level as the interstate rates on ground limestone.

Only the intrastate rates on phosphatic sand or clay between points in Florida remained unchanged. Thus the present Florida intrastate rates on phosphatic sand or clay are higher than the contemporaneous rates on like traffic from the same producing points in Florida to west Florida and to interstate destinations, and higher than the intrastate and interstate rates on ground limestone.

Upon consideraion of the issues and the evidence we FIND:

THAT the existing rates and carload minimum weight provisions on phosphatic sand or clay in carloads, between points within the State of Florida over intrastate routes are and for the future will be unjust and unreasonable, unjustly discriminatory and prejudicial to the extent that they exceed or may exceed the existing and contemporaneous published rates and carload minimum weight provisions for like distances on ground limestone.

Where, it is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that:

Defendant railroads shall cease and desist publishing and charging their existing Florida intrastate rates and carload minimum provisions on phosphatic sand or clay between all stations on their lines within the State of Florida and defendants are hereby ORDERED to establish and put in force, on or before July 20, 1941, for the transportation of phosphatic sand or clay rates and carload minimum weight provisions between all stations on their lines within the State of Florida which shall be on the same basis, distance considered, and no higher for like distances, than their existing and contemporaneous rates and carload minimum weight provisions on ground limestone.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 18th day of June, 1941.

ORDER NO. 1344,

DOCKET NO. 1217.

IN THE MATTER OF REPORT CHARGES OF TELEPHONE COMPANIES ON UNCOMPLETED PERSON-TO-PERSON LONG DISTANCE TELEPHONE CALLS AND REFUSED COLLECT STATION-TO-STATION CALLS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

WHEREAS, it is the present practice of telephone companies rendering message toll telephone service in Florida to assess what is referred to as a report charge on all uncompleted person-to-person long distance telephone calls and on all refused collect station-to-station calls within the State, and

WHEREAS, after due consideration this Commission has concluded that this practice should be discontinued with respect to such uncompleted calls handled by telephone companies within this State:

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that effective at 12:01 A. M. July 10, 1941, the practice of assessing a report charge on uncompleted person-to-person long distance telephone calls and refused collect station-to-station calls is hereby discontinued and all telephone companies rendering message toll telephone service within the State of Florida are hereby directed to cease and desist from such practice.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 25th day of June, 1941.

ORDER NO. 1345,

DOCKET NO. 1289.

IN RE: APPLICATION OF THE CITY OF CORAL GABLES FOR AUTHORITY TO PERMANENTLY SUBSTITUTE MOTOR BUS TRANSPORTATION IN LIEU OF REGULAR STREET CAR SERVICE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1234, dated February 23, 1937, the application of the City of Coral Gables for authority to make temporary substitution of motor bus transportation in lieu of electric street railway service was granted on condition that the City of Coral Gables continue its operation of its present bus service. In this order the Commission stated

that before it authorized permanent abandonment of this service it must appear that the City of Coral Gables and the City of Miami agree to the permanent abandonment of the electric railway system and operation by a capable party of complete and satisfactory bus service.

2. It now appears that the City of Miami on March 28, 1941 adopted Ordinance No. 2481 by which Ordinance No. 422 was amended authorizing the City of Coral Gables to substitute motor busses for street cars during the life of the franchise set forth in said Ordinance No. 422.

3. It also further appears that the City Commission of the City of Coral Gables on March 29, 1941, adopted Resolution No. 2141 authorizing the City Manager of the City of Coral Gables to file with the City Clerk of the City of Miami written acceptance of the terms and provisions of Ordinance No. 2481 of the City of Miami. It also appears that on April 4, 1941 written acceptance in behalf of the City of Coral Gables of the terms and provisions of said Ordinance No. 2481 was filed with the City Clerk of the City of Miami.

4. From the proceedings had it now appears that the operation of motor busses in lieu of electric street car service has been made reasonably permanent by the City of Miami and the City of Coral Gables, and that the present motor bus transportation service now being operated by the applicant is adequate to meet the demands of the residents of the City of Coral Gables and includes both the main line into Miami and the route lying within the boundaries of the City of Coral Gables, and that the City of Coral Gables should be authorized to permanently substitute motor bus transportation in lieu of electric street car service.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of the City of Coral Gables to permanently abandon the electric street railway service heretofore operated by the applicant between the City of Coral Gables and the City of Miami, and within the City of Coral Gables, be and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 17th day of July, 1941.

ORDER NO. 1346,

DOCKET NO. 1414.

IN RE: APPLICATION OF MIAMI BEACH RAILWAY COMPANY FOR DISCONTINUANCE OF THE REMAINING PORTION OF ITS OPERATION OF STREET CARS IN THE CITY OF MIAMI, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1302 dated October 9, 1939, after a hearing, this Commission authorized the abandonment of operation of inter city street cars at that time being operated by Miami Beach Railway Company within and between the cities of Miami and Miami Beach, Florida, and over the Dade County Causeway.

2. It now appears that by deed, dated October 16, 1940, the Miami Beach Railway Company surrendered to the City of Miami all transportation property owned by said city of Miami and now in possession of Miami Beach Railway Company, and that at that time all street railway operations in the City of Miami ceased and were terminated because the agreement with the Miami Beach Railway Company had ceased and terminated.

3. It further appears that the City of Miami never resumed operations of the street railway system because the people of the City of Miami at a Special City Election held in January, 1940, approved a contract between the City of Miami, Florida, and Florida Power & Light Company which provided for the surrender by Miami Beach Railway Company of the municipally owned street railway system to the City of Miami; and, in addition, approved a franchise for a privately owned unified bus service. This unified bus service has been inaugurated and the street railway system is no longer operated.

4. Under the circumstances, it is the opinion of the Commission that it should approve as of that date the abandonment of the balance of the operation of the Miami Beach Railway Company.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the surrender by Miami Beach Railway Company of the municipally owned street railway system to the City of Miami, and the total abandonment of the operations of such street railway system be, and the same is, hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 16th day of July, 1941.

ORDER NO. 1347,

DOCKET NO. 1456.

IN RE: APPLICATION OF ST. JOSEPH TELEPHONE & TELEGRAPH COMPANY FOR AN ORDER REQUIRING PHYSICAL CONNECTION OF ITS TELEPHONE LINES AT OR NEAR TALLAHASSEE WITH THE TELEPHONE LINES OF THE SOUTHEASTERN TELEPHONE COMPANY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

H. H. Wells and W. G. Starry, Attorneys for Petitioner.
Oven & Oven, James Messer, Jr. and Leroy Collins, Attorneys for Southeastern Telephone Company.

ORDER DENYING MOTION AND SETTING CAUSE DOWN FOR HEARING.

This matter coming on this date to be heard before the Commission on Motion of Petitioner, St. Joseph Telephone & Telegraph Company, for an order requiring the construction and maintenance of suitable telephone connections between the lines of the Southeastern Telephone Company and the telephone lines of petitioner, St. Joseph Telephone & Telegraph Company, at a common point at the intersection of the old Tallahassee and Woodville dirt road on the Southern limits of the City of Tallahassee, Leon County, Florida, under such terms and conditions as may be prescribed in said order, and it appearing that on September 13, 1941 St. Joseph Telephone & Telegraph Company filed its application for such order and that on October 6, 1941 the Southeastern Telephone Company filed its answer to said application, and the matter and things presented in said Motion having been argued by counsel, and it appearing to the Commission that a hearing should be had on said application:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the Motion of St. Joseph Telephone & Telegraph Company for an order requiring physical connection between its lines and that of the Southeastern Telephone Company be and the same is hereby DENIED.

It is further ORDERED that this cause be and it is hereby set down for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on TUESDAY, November 4th, 1941, at 10 o'clock A. M.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 22d day of October, 1941.

ORDER NO. 1348,

DOCKET NO. 1460.

IN RE: APPLICATION OF SOUTHEASTERN TELEPHONE COMPANY TO CONVERT ITS MAGNETO TELEPHONE EXCHANGE IN THE TOWN OF GREENVILLE, FLORIDA, TO A COMMON BATTERY AUTOMATIC DIAL SYSTEM.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. The Southeastern Telephone Company has filed its petition with this Commission alleging that it proposes to convert its exchange in Greenville, Florida, to a Common Battery Automatic Dial Exchange in order to furnish improved and modern type of service. This proposed conversion has been discussed with the Town Council of Greenville and it has granted to the company a renewal of franchise for a period of fifteen years conditioned upon this conversion being made.

2. The petitioner does not propose any change in the Exchange Base Rates now in effect at Greenville, Florida, and there will be no change in toll rates to and from Greenville. The petitioner further proposes to connect the proposed Dial Exchange at Greenville with the Exchange at Monticello, Florida, by two trunk circuits for the purpose of furnishing information and long distance connections to all points beyond Monticello.

Petitioner proposes to change Rural Rates based on the party line rate at the beginning of the rural area, which is a distance of two miles beyond the Base Rate Area, of 25c per mile or fraction thereof, and all flat rate rural stations will receive toll service at the same rates as stations in Greenville.

The Commission has considered this petition and is of opinion that public convenience and necessity will be served by granting the same.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the petition of Southeastern Telephone Company to convert its exchange at Greenville, Florida, From Magneto to Common Battery Dial Automatic service be and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 5th day of December, 1941.

INFORMAL APPLICATIONS AND COMPLAINTS

TC- 1—Discontinuance service—Nonpayment. J. B. Crocker, Florida Dry Cleaning and Laundry Board vs. Southern Bell. Settled.

RA- 2—Application A. C. L. Railroad Company to abandon station building at Mannville, Fla. Granted.

RA- 3—Application A. C. L. Railroad Company for authority to abandon station building at Eridu, Fla. Granted.

RA- 4—Application A. C. L. Railroad Company for authority to abandon station building at Dinsmore, Florida. Granted.

RA- 5—Appication A. C. L. Railroad Company for authority to abandon station building at York, Fla. Granted.

RA- 6—Application A. C. L. Railroad for triweekly operation trains 442 and 443 Sanford-Lake Charm. Granted.

RA- 7—Application A. C. L. Railroad Company for authority to discontinue caretaker's services at Huntington, Fla. Granted.

RA- 8—Application S. A. L. Railway for authority dismantle depot at Tildenville, Fla. Granted.

RA- 9—Application G. S. & F. Railway to establish temporary station and side track at Mile Post B-282 known as Fitzgerald, Fla. Granted.

RA-10—Application A. C. L. Railroad Company for authority to abandon station building at Clarkwild, Fla. Granted.

RA-11—Application A. C. L. Railroad Company for authority to abandon station building at Temple Terrace. Granted.

RA-12—Application A. C. L. Railroad Company for authority to abandon station building at Istachatta, Fla. Granted.

RA-13—Application L. & N. Railroad Company to change or swap agency from Grand Ridge, Fla. to Cypress, Fla. Granted.

RA-14—Application L. & N. Railroad Company to discontinue flag stops at Goulding and Brent, Fla. Granted.

TC-15—Failure furnish service. A. O. Duke, River Junction vs. St. Joseph Telephone & Telegraph Company. Settled.

TC-16—Request for service. E. K. Kipley, Miami, vs. Southern Bell. Settled.

TC-17—Service. Mrs. Nathan Mayo, Summerfield, vs. Florida Telephone Corporation. Settled.

TC-18—Installation of service. L. T. Dyer, Lake Butler, vs. Florida Telephone Corporation. Settled.

TC-19—Service. Frank Whisnant, Immokalee, vs. Inter County Telephone and Telegraph Company. Pending.

RA-20—Abandoning station building at Keuka, Florida. A. C. L. Railroad Company. Granted.

REA-21—Application of Railway Express Agency to close agency at Sanderson, Fla. Granted.

RA-22—Closing Fort Ogden agency until beginning of citrus movement. A. C. L. Railroad. Granted.

RA-23—Application S. A. L. Railway to discontinue trains 107 and 108 between Tampa and St. Petersburg. Granted.

RA-24—Application F. E. C. Railway to abandon and retire station building at Orange Mills, Fla. Granted.

RA-25—Application A. C. L. Railroad to operate mixed train service between Palmdale and Everglades triweekly. Granted.

RA-26—Discontinuing Vermont Heights as LCL station and retiring station building. F. E. C. Railway. Granted.

TC-27—Telephone line charges, Crestview. W. Bea Adams, City Clerk, vs. Southeastern Telephone Company. Dropped.

TC-28—Service. J. C. Sewell, Marianna vs. West Florida Telephone Telegraph Company. Settled.

TC-29—Request for service. Dr. Otis W. Britt, Lake Bradford, vs. Southeastern Telephone Company. Settled.

TC-30—Service, Blountstown. Citizens vs. Riverside Telephone Company. Settled.

TC-31—Service—application for. Joe Greco, Route 4, Tampa, vs. Peninsular Telephone Co. Settled.

TC-32—Toll service. E. L. Grass, Alturas, vs. Peninsular Telephone Company. Settled.

TC-33—Charges—F. F. McKeown, River Junction, vs. St. Joseph Telephone and Telegraph Company. Settled.

TC-34—Toll charges—Tallahassee-Carrabelle. Carabelle Junior Chamber of Commerce vs. Southeastern Telephone Co. Settled.

TC-35—Service. Robert B. Beasley, Tallahassee, vs. Southeastern Telephone Company. Settled.

TC-36—Service. Ocklawaha and East Lake. Citizens vs. Florida Telephone Corporation. Settled.

TC-37—Service. A. G. Robinson vs. Western Union. Settled.

RA-38—Abandoning station building at Youmans, Fla. A. C. L. Railroad Company. Granted.

RA-39—Abandoning station building at Bayard, Fla. F. E. C. Railway. Granted.

RA-40—Abandoning station building at Tocoi Junction. F. E. C. Railway. Granted.

RA-41—Abandoning station building at Armstrong, Fla. F. E. C. Railway. Granted.

RA-42—Abandoning station building at Roy, Florida. F. E. C. Railway. Granted.

RA-43—Closing Kenansville agency. F. E. C. Railway. Denied.

RA-44—Dismantling station building at Opa, Fla. F. E. C. Railway. Granted.

RA-45—Abandoning station building at Spuds, Florida. F. E. C. Railway. Granted.

RA-46—Dismantling station building at Oakhurst, Fla. S. A. L. Railway. Granted.

RA-47—Dismantling depot at Oneco, Fla. S. A. L. Railway. Approved.

TC-48—Service at Valpariso and Niceville. Citizens vs. Western Union. Settled.

TC-49—Service, Fort Walton. M. M. Bacon vs. Southeastern Telephone Company. Settled.

TC-50—Service, DeFuniak Springs. P. W. Smith vs. Southeastern Telephone Company. Settled.

TC-51—Service, Aucilla. Dr. N. W. McLeod vs. Southeastern Telephone Company. Settled.

RA-52—Application A. C. L. Railroad to discontinue handling passengers on mixed trains 485, 486, Croom-Brooksville. Granted.

RA-53—Discontinuing handling of passengers on mixed trains 479, 480. Wilcox-Dunnellon. A. C. L. Railroad. Granted.

RA-54—Discontinuing handling of passengers on mixed trains 487, 488, Homasassa-Dunnellon. A. C. L. Railroad. Granted.

RA-55—Discontinuing handling passengers mixed trains 470, 471, Lakeland-High Springs. A. C. L. Railroad. Deferred.

RA-56—Discontinuing handling passengers on mixed trains 408, 409, High Springs-Dupont. A. C. L. Railroad. Granted.

RA-57—Discontinuing handling passengers on mixed trains 440, 441, 450, 451, Sanford-St. Cloud. A. C. L. Railroad. Granted.

RA-58—Discontinuing handling passengers on mixed trains 444, 445. A. C. L. Railroad. Granted.

RA-59—Discontinuing handling passengers on mixed trains 472, 473, Fincher-Fanlew. A. C. L. Railroad. Granted.

RA-60—Abandoning station building at Suwanee. A. C. L. Railroad. Granted.

RA-61—Discontinuing handling of passengers on mixed trains 458, 459, Fort Myers-Naples. A. C. L. Railroad. Denied.

RA-62—Discontinuing handling of passengers on mixed trains 452, 453. Palmdale-Everglades. A. C. L. Railroad. Denied.

RA-63—Switching facilities. St. Petersburg. Bee Line Transfer vs. A. C. L. Railroad Company. Settled.

RA-64—Retiring station building at Cow Creek and abandoning Cow Creek as lcl station. F. E. C. Railway. Granted.

RA-65—Extension time reopening Fort Ogden agency. S. A. L. Railway. Granted.

REA-66—Express service between Palatka and Rochelle—withdrawal of. Railway Express Agency, Inc. Denied.

REA-67—Closing express agency at Mascotte. Railway Express Agency, Inc. Granted.

REC-68—Express service, Huntington. Citizens vs. Railway Express Agency, Inc. Settled.

REC-69—Express service, Miami Shores Village. Citizens vs. Railway Express Agency, Inc. Pending.

TC-70—Service, Flemington. Request of R. E. Mathews for Florida Telephone Corporation service. Settled.

TC-71—Service, party line. Miss Hazel Chichester, Miami, vs. Southern Bell. Settled.

RA-72—Dismantling platform at Truckland. S. A. L. Railway. Granted.

REA-73—Closing agency at Homosassa. Railway Express Agency, Inc. Granted.

REA-74—Closing office at Brooksville. Railway Express Agency, Inc. Granted.

RA-75—Discontinuing handling of passengers on Trains 470 and 471 between Lakeland and High Springs. A. C. L. Railroad. Granted.

RA-76—Abandoning Kolokee as non-agency station. F. E. C. Railway. Granted.

RA-77—Discontinuing daily operation of trains Springdale to Scanlon and substituting tri-weekly service on call. L. O. P. & G. Granted.

REA-78—Discontinuing agency at Compass Lake. Railway Express Agency, Inc. Granted.

RA-79—Closing agency at Compass Lake. A. & St. A. B. Railway. Granted.

TC-80—Petition for Homestead service. Citizens, Quail Roost Road and Eureka Drive Section vs. Southern Bell. Pending.

TC-81—Telephone service, Sumterville. Hon. J. A. Traylor. Settled.

RA-82—Discontinuing handling of passengers on Okeechobee and Titusville Branches and South of Miami on mixed trains. F. E. C. Railway. Granted.

REC-83—Express service, Oakland. Mayor Helen D. Vick vs. Railway Express Agency, Inc. Settled.

RA-84—Abandoning small station building at Peoria, Fla. A. C. L. Railroad. Granted.

RA-85—Abandoning small station building at Walkill, Fla. A. C. L. Granted.

REA-86—Abandoning service on A. C. L. Railroad between Dupont, Ga., and High Springs, Fla. Railway Express Agency, Inc. Denied.

TC-88—Application for service. A. P. Michaels, Orlando, vs. Southern Bell. Pending.

TC-89—Service. W. O. Talbott, Goulds vs. Southern Bell. Settled.

TC-90—Service—Farmers' State Market, Starke. D. E. Roberts vs. Starke Telephone Company. Settled.

TC-92—Request for service at Lee. Angus H. Armstrong vs. Southeastern Telephone Company. Settled.

TC-93—Request for service. Ernest John Ruegg vs. Southern Bell. Settled.

TC-94—Service, Melrose. Col. R. H. Kelley vs. Southern Bell. Settled.

TC-95—Rates. George A. Brockway, Miami Beach vs. Southern Bell. Settled.

REA-96—Closing agencies on line of A. & F. Railroad Company. Railway Express Agency, Inc. Granted.

RA-97—Discontinuing handling of passengers carrying cars on Trains 442 and 443 between Sanford and Lake Charm. A. C. L. Railroad. Granted.

RA-98—Closing agency at Wilma, Fla. A. & N. Railroad & Railway Express Agency, Inc. Granted.

Motor Transportation Department

MOTOR TRANSPORTATION DEPARTMENT

During the calendar year 1941, the Commission had an average of eleven inspectors whose duties included the enforcement of provisions of the Florida Motor Transportation Act. During that period the inspectors made 226 arrests of which there were 201 convictions; 13 cases were dismissed and 15 are now pending. The inspectors during the same period traveled 327,960 miles in the performance of their duties.

DIGEST OF APPLICATIONS FILED WITH THE RAILROAD COMMISSION 1941

	Granted	Denied	Dismissed or withdrawn
Applications for Common carriers	11	4	3
Applications for contract carriers	3		1
Applications for Limited common carriers	3	1	
Applications for transfer of certificates	6		
Applications for transfer of portion of ctfs	1		
Applications for new schedules	2		1
Applications for special permits			2
Formal complaint			1
Applications for extension of certificates	10	3	

CERTIFICATES AND PERMITS IN EFFECT

Common Carrier Certificates	55
Contract Carrier Certificates	30
Intrastate Special Permit Carriers	35
Intrastate Limited Common Carriers (Household goods)	60
Certificate of Registration	40
Passenger Permits	241
Reciprocal Carriers	130

NUMBER OF PIECES OF EQUIPMENT LISTED WITH THE COMMISSION

Common	1938
Contract	354
Permit	1398
Certificate of Registration	728
Reciprocal	1500

PERMITS GRANTED IN 1941

PERMIT 599—George J. Devine, Miami, Florida, to transport passengers for hire, Jan. 25, 1941.

PERMIT 600—Joel Beaudin d/b/a, Delray Beach, Florida to transport passengers for hire, Jan. 27, 1941.

PERMIT 601—Flamingo Taxi, Delray Beach, Florida, to transport passengers for hire, Jan. 4, 1941.

PERMIT 602—Alfred Viscount, West Palm Beach, Florida, to transport passengers for hire, Jan. 6, 1941.

PERMIT 603—Elmer W. Stanley, West Palm Beach, Florida, to transport passengers for hire, Jan. 6, 1941.

PERMIT 604—Wilfred H. Langlois, West Palm Beach, Florida, to transport passengers for hire, Jan. 6, 1941.

PERMIT 605—Merrill James Johnson, Opa Locka, Florida, to transport passengers for hire, Jan. 6, 1941.

PERMIT 606—Kenneth A. Bradley, West Palm Beach, Florida, to transport passengers for hire, Jan. 9, 1941.

PERMIT 607—Fred A. Ambrose, Jr., Riviera, Florida, to transport passengers for hire, Jan. 6, 1941.

PERMIT 608—H. C. Newman, West Palm Beach, Florida, to transport passengers for hire, Jan. 18, 1941.

PERMIT 609—J. T. McMillan, Lake Wales, Florida, to transport passengers for hire, Jan. 20, 1941.

PERMIT 610—Jacob Levine, Miami Beach, Florida, to transport passengers for hire, Jan. 22, 1941.

PERMIT 611—Herman Kapner, Miami Beach, Florida, to transport passengers for hire, Jan. 23, 1941.

PERMIT 612—A. J. Weekes, Miami Beach, Florida, to transport passengers for hire, Dec. 16, 1940.

PERMIT 613—Morris Levine, Miami Beach, Florida, to transport passengers for hire, Jan. 10, 1941.

PERMIT 614—Miami Beach Radio Cab & Baggage Co., Miami, Florida, to transport passengers for hire, Dec. 28, 1940.

PERMIT 615—Conti Courtland d/b/a, Miami Beach, Florida, to transport passengers for hire, Feb. 14, 1941.

PERMIT 616—Warren A. Cropp, Palm Beach, Florida, to transport passengers for hire, Feb. 28, 1941.

PERMIT 617—L. L. Adams, Sr., Miami, Florida, to transport passengers for hire, Jan. 31, 1941.

PERMIT 618—Albert D. Krassner, Miami Beach, Florida, to transport passengers for hire, Feb. 17, 1941.

PERMIT 619—Economy Cab Company of Jacksonville, Jacksonville, Florida, to transport passengers for hire, Feb. 19, 1941.

PERMIT 620—Miss Myrtice J. Bowman d/b/a, Marianna, Florida, to transport passengers for hire, Feb. 19, 1941.

PERMIT 621—Norman B. Price, St. Petersburg, Florida, to transport passengers for hire, Feb. 20, 1941.

PERMIT 622—William H. Miller, West Palm Beach, Florida, to transport passengers for hire, Feb. 22, 1941.

PERMIT 623—George R. Batt, Palm Beach, Florida, to transport passengers for hire, Feb. 22, 1941.

PERMIT 624—Theodore Spies, Palm Beach, Florida, to transport passengers for hire, Feb. 22, 1941.

PERMIT 625—Wm. J. Sullivan, Palm Beach, Florida, to transport passengers for hire, Feb. 24, 1941.

PERMIT 626—O. A. Causey, Panama City, Florida, to transport passengers for hire, Feb. 25, 1941.

PERMIT 627—G. B. Revell d/b/a Capital City Cab Co., Tallahassee, Florida, to transport passengers for hire, March 5, 1941.

PERMIT 628—Ted Long d/b/a, Lakeland, Florida, to transport passengers for hire, March 21, 1941.

PERMIT 629—Robert L. Frakes, St. Petersburg, Florida, to transport passengers for hire, March 20, 1941.

PERMIT 630—Woodrow Shaw d/b/a, Gainesville, Florida, to transport passengers for hire, March 18, 1941.

PERMIT 631—F. O. Owens, Bonifay, Florida, to transport passengers for hire, April 2, 1941.

PERMIT 632—Camp Blanding Cabs, Inc., Penny Farms, Florida, to transport passengers for hire, March 26, 1941.

PERMIT 633—Wm. O. Bascom, Daytona Beach, Florida, to transport passengers for hire, March 14, 1941.

PERMIT 634—Dick Lawrence, Marianna, Florida, to transport passengers for hire, March 11, 1941.

PERMIT 635—B. A. Tripp, Palm Beach, Florida, to transport passengers for hire, March 5, 1941.

PERMIT 636—J. T. McMillan, Lake Wales, Florida, to transport passengers for hire, March 13, 1941.

PERMIT 637—Thomas E. Saliba, Marianna, Florida, to transport passengers for hire, March 31, 1941.

PERMIT 638—E. C. Davis, Marianna, Florida, to transport passengers for hire, March 29, 1941.

PERMIT 639—Florida Transportation Co., Miami, Florida, to transport passengers for hire, March 27, 1941.

PERMIT 640—Frances E. Ring, Starke, Florida, to transport passengers for hire, Feb. 24, 1941.

PERMIT 641—Douglas H. Sims, Plant City, Florida, to transport passengers for hire, March 8, 1941.

PERMIT 642—Francis E. Ring, Green Cove Springs, Florida, to transport passengers for hire, March 13, 1941.

PERMIT 643—Walter Harold Smith, Ocala, Florida, to transport passengers for hire, April 25, 1941.

PERMIT 644—Clayton Strickland, Keystone Heights, Florida, to transport passengers for hire, April 16, 1941.

PERMIT 645—Green Cab and Baggage Co., Miami, Florida, to transport passengers for hire, April 16, 1941.

PERMIT 646—Mrs. Charlotte Goldring Moody, Tallahassee, Florida, to transport passengers for hire, April 22, 1941.

PERMIT 647—Frank May d/b/a, Miami Transfer Co., Miami, Florida, dated April 22, 1941 by order number 1439 dated April 8, 1941, to transport commodities generally in and between the cities of Miami, Miami Beach, Hialeah, Opa Locka, North Miami, North Miami Beach, Miami Springs, Coral Gables, and the territory within seven miles of the city limits of said towns.

PERMIT 648—Alvin E. McKinney, Starke, Florida, to transport passengers for hire, May 13, 1941.

PERMIT 649—Red Top Diamond Cabs, Inc., Panama City, Florida, to transport passengers for hire, May 12, 1941.

PERMIT 650—Ernest Ward, Plant City, Florida, to transport passengers for hire, June 9, 1941.

PERMIT 651—Phillip Buie, Marianna, Florida, to transport passengers for hire, May 10, 1941.

PERMIT 652—Safety Taxi Company, Inc., Panama City, Florida, to transport passengers for hire, May 24, 1941.

PERMIT 653—William Leonard Wolfe, Penny Farms, Florida, to transport passengers for hire, June 4, 1941.

PERMIT 654—A. L. Barefoot, Bonifay, Florida, to transport passengers for hire, May 15, 1941.

PERMIT 655—Wales Cab Company, Green Cove Springs, Florida, to transport passengers for hire, June 17, 1941.

PERMIT 656—Colored Taxicab Association, Panama City, Florida, to transport passengers for hire, June 18, 1941.

PERMIT 657—Claude P. Martin, Marianna, Florida, to transport passengers for hire, July 12, 1941.

PERMIT 658—James Brooks, Palm Beach, Florida, to transport passengers for hire, July 12, 1941.

PERMIT 659—Paul Rader, d/b/a, Lakeland, Florida, to transport passengers for hire, July 16, 1941.

PERMIT 660—Maurice Dow, Melbourne, Florida, to transport defense materials which originate at Melbourne, Florida, to the Naval Base located approximately fifteen (15) miles North of Melbourne, Florida, on the ocean shore boulevard, using State Road No. 24 from Melbourne, to the ocean shore, thence over State Road No. 140, to the Naval Air Base. Commodities consist of general building materials. Also to transport poles for the Southern Bell Telephone and Telegraph Company and American Telephone and Telegraph Company, on occasional hauls. Dated July 30, 1941.

PERMIT 661—M. L. Dabney d/b/a, Penny Farms, Florida, to transport passengers for hire, July 17, 1941.

PERMIT 662—Bert Elliott, Miami Beach, Florida, to transport passengers for hire, September 24, 1941.

PERMIT 663—Fred A. Springer, Daytona Beach, Florida, to transport passengers for hire, September 16, 1941.

PERMIT 664—Paul A. Galbut, Miami Beach, Florida, to transport passengers for hire, July 29, 1941.

PERMIT 665—William O. Brown, West Palm Beach, Florida, to transport passengers for hire, September 29, 1941.

PERMIT 666—William H. Purnell, Lake Worth, Florida, to transport passengers for hire, October 13, 1941.

PERMIT 667—Sidney R. Berger, Miami Beach, Florida, to transport passengers for hire, November 17, 1941.

PERMIT 668—Joseph Scher, Palm Beach, Florida, to transport passengers for hire, November 17, 1941.

PERMIT 669—Radio Cab Co. not incorporated, Fort Lauderdale, Florida, to transport passengers for hire, November 13, 1941.

PERMIT 670—J. A. Brooks, d/b/a, Penny Farms, Florida, to transport passengers for hire, October 20, 1941.

PERMIT 671—Mrs. Ruth M. Snead, Lakeland, Florida, to transport passengers for hire, October 28, 1941.

PERMIT 672—H. H. Binkley, West Palm Beach, Florida, to transport passengers for hire, November 24, 1941.

PERMIT 673—Jack Dolgoff, Miami Beach, Florida, to transport passengers for hire, December 5, 1941.

PERMIT 674—Eastman L. Blake, West Palm Beach, Florida, to transport passengers for hire, December 5, 1941.

PERMIT 675—Norman B. Price, St. Petersburg, Florida, to transport passengers for hire, December 8, 1941.

PERMIT 676—Rogers Taxi, Sebring, Florida, to transport passengers for hire, December 8, 1941.

PERMIT 677—Stanley A. Richardson, Hialeah, Florida, to transport passengers for hire, December 11, 1941.

PERMIT 678—James Harrell, West Palm Beach, Florida, to transport passengers for hire, December 12, 1941.

PERMIT 679—Fitzhugh L. Martin, West Palm Beach, Florida, to transport passengers for hire, December 16, 1941.

PERMIT 680—James McHale, Daytona Beach, Florida, to transport passengers for hire, December 18, 1941.

THE FOLLOWING WRECKS WERE REPORTED BY TRUCK AND BUS LINES TO THE RAILROAD COMMISSION FOR THE YEAR 1941

Cocoa and Peninsula Motor Lines,
Cocoa, Florida.

Date of Accident, September 20, 1941, on Beach Road, Merritt Island, Florida. A car ran into the back of the bus slightly injuring the driver of the car.

Delcher Brothers Storage Company,
Jacksonville, Florida.

Date of Accident, January 4, 1941, on U. S. Highway No. 90, approximately one and one-half miles east of Baldwin, Florida. Delcher

Brothers truck ran into a truck parked about one and one-half miles east of Baldwin, facing east with about half of the truck on the pavement. The parked truck displayed no light and had no warning flares out. One injured—one killed.

C. B. Franklin,
Ft. Myers, Florida.

Date of Accident, January 12, 1941—Fort Myers, Florida. While driving West on 1st street a lady ahead turned in front of the truck causing accident to her car and another car parked across the street. One injured.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, January 3, 1941—Cypress Gardens entrance. A truck driving in middle of the highway ran into front of bus. Damage to equipment $130.00.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, January 5, 1941. Approximately four miles south of Tallahassee, Florida, a negro helper was injured when the jack slipped while preparing to change a flat tire on the bus.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, January 10, 1941. One and one-half miles south of Vero Beach, Florida. A car pulled onto the highway in front of line of traffic and stopped suddenly. The bus struck the truck bumper when the truck also had to stop. Damage to equipment $200.00.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, January 11, 1941. Tampa, Florida. A car came out of stop street at high speed without stopping and struck front of bus a glancing blow. Car badly damaged.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, January 21, 1941. Approximately two miles north of Vero Beach, Florida, a light truck drove from side road onto highway and stopped blocking the highway. The bus was unable to swerve enough to avoid collision. Truck badly damaged. One injured.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, January 22, 1941. Boynton, Florida. As the bus was passing a car it suddenly started to turn left into side road without

signal and the corner of the bus struck the front corner of the car. Damage to equipment $10.00.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, February 3, 1941. Approximately nine miles east of Deland, Florida, a car tried to ddoge a cow on the road and hit the post at the edge of culvert and caromed against the bus. Damage to equipment $72.00.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, February 4, 1941. On Grand Central Avenue, Tampa, Florida, a motorcycle skidded on a street-car track and struck stopped bus.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, February 10, 1941. Three blocks south of Dania, Florida, a car drove out of barbeque stand at east side of road, made sweeping turn onto highway in front of southbound bus, but was struck before it could complete the swing back to its proper side of the highway. The car was in center of the highway, facing almost east and broadside to all traffic when struck. Damage to equipment $50.00.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, February 18, 1941. Twelve miles south of Fort Pierce, Florida, a truck ahead of bus stopped because of a road scraper on a bridge. The bus stopped but the car and trailer behind the bus failed to stop and hit the bus in the rear.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, February 21, 1941. Approximately six miles north of Green Cove Springs, Florida, a southbound truck drifted over center line and struck front of northbound bus. Damage to equipment $350.00. One injured.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, February 22, 1941. North Miami, Florida, the bus was stopping for a traffic light and a car hit it in the rear. One injured.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, February 22, 1941. Winter Haven, Florida, a car cut out of line of southbound traffic and ran into front of northbound bus. The bus driver stopped when the car cut out and the bus was motionless when struck. Equipment damages $125.00. Injured four.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, March 3, 1941. Approximately two miles west of Lakeland, Florida, the bus struck rear of truck ahead when it had to stop suddenly on account of a tractor turning in from a side road. Equipment damage $200.00. Passengers injured one.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, March 4, 1941. Approximately four miles south of Starke, Florida, a car ahead of bus stopped suddenly on highway and bus struck rear end. Equipment damage $20.00.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, March 20, 1941. Lake Worth, Florida, a car driver passed the bus and started to turn left at intersection then changed mind, swerved back to the right in front of bus and stalled. Bus scraped a pole when it left the street to avoid striking car. Damage to equipment $75.00. Passengers injured one.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, March 27, 1941. Matecumbe, Florida, a southbound car met northbound bus at end of bridge. The car wheel struck bridge guard curb and car swerved into left from corner of bus. Equipment damage $500.00. Five others wounded.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, April 5, 1941. Approximately 14 miles east of Orlando, Florida, the bus caught fire and burned up. Cause unknown. Damage to equipment $9,200.00.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, May 10, 1941. Two miles north of Sulphur Springs, Florida, the bus overtook a car whose tail light was not functioning and failed to see the car in time to avoid rear end collision. Damage to equipment $50.00. Others wounded, one.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, June 1, 1941. Kissimmee, Florida, a car driven at excessive speed started to pass another car, saw approaching bus and applied brakes, skidding sideways across center of road and into front of bus. Damage to equipment $100.00. Others wounded, eight. Others killed, one.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, June 1, 1941. Approximately twelve miles south of Melbourne, Florida, a car sideswiped rear of bus, skilled and turned over. Equipment damage $10.00.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, June 27, 1941. Three miles south of Malabar, Florida. Driver of southbound truck fell asleep and truck struck northbound bus. Damage to equipment $400.00. Others wounded, one.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, June 29, 1941. One-fourth mile east of Marietta, Florida, as the bus started to pass car it veered to center of road, and when bus driver applied brakes the bus skidded on west road, striking corner of car. Damage to equipment $20.00. Three passengers wounded.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, July 16, 1941. Approximately five miles north of Lake Park, Florida, while rounding a left curve northbound bus driver drove onto right shoulder to avoid southbound semi-trailer which was entering curve over the center line. There was no collision of bus and truck but before regaining hard surface the bus encountered a soft spot on the shoulder and turned on its side. Damage to equipment $75.00. One passenger wounded.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, August 18, 1941. Approximately 12 miles north of West Palm Beach, Florida, as the bus started to pass a car it veered left forcing bus off road to avoid collision. There was no contact between vehicles but in moving along the road shoulder the bus jolted one passenger from her seat. One passenger wounded.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, August 23, 1941. Approximately nine miles south of Gainesville, Florida, the steering arm broke causing the bus to run off road. Passengers wounded, one. Damage to equipment $10.00.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, August 27, 1941. St. Petersburg, Florida. The westbound bus was almost across intersection when it was struck on the right rear side by a southbound car coming into intersection at excessive speed. Damage to equipment $10.00.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, September 3, 1941. Miami, Florida, bus southbound on Biscayne Blvd., started to turn west on N. E. 1st St. and just after beginning the turn was struck from the rear by a southbound car. Police investigated and arrested the car driver for reckless driving. Equipment damage $5.00.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, September 20, 1941. Summerfield, Florida, negro pedestrian standing at left side of highway suddenly ran across the road directly in front of southbound bus. Driver swerved but the bus hit the man, impact occurring at right front corner of bus. The man was seriously injured and was taken to a hospital where he later died. Equipment damage $25.00.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, September 24, 1941. Miami Beach, Florida. Truck and bus collided at intersection of Drexel Avenue and 16th Street. Truck struck left front corner of bus. Damage to equipment $30.00. Others wounded, one.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, October 26, 1941. Ten miles north of Green Cove Springs, Florida, bus made normal stop to discharge passenger, and while stopped a car driven at excessive speed struck rear of bus. Car skidded approximately 120 feet before striking bus. Two of car occupants were killed, the other two injured. Damage to equipment $400.00.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, November 2, 1941. Gainesville, Florida, two cars were in line ahead of bus. The first car slowed and stopped, the second car and bus pulled out to pass but the second car instead of going on around stopped alongside the first car, the two of them blocking the highway. To avoid striking one of them the bus drove off left side of road. Damage to equipment $35.00. Passengers wounded, one.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, November 2, 1941. St. Augustine, Florida, bus signalled to pass car and started around. The car driver swerved left suddenly without signal, colliding with front of bus which subsequently struck a filling station sign. Damage equipment $75.00. Passengers wounded, four. Others wounded, two.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, November 15, 1941. Tampa, Florida, car driven by intoxicated man ran into rear of bus. The bus driver, who was getting baggage out of rear compartment was pinned between the two vehicles. Employees wounded, one.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, November 16, 1941. Orange City, Florida, the bus overtook slow moving car but could not pass due to other traffic. Brakes failed to hold properly allowing bus to run into rear of car. Others wounded, two.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, December 1, 1941. Two miles south of Jacksonville, Florida, a boy on bicycle swerved across road directly in front of northbound bus and was struck, fatally injuring the boy. The bus driver was unable to dodge the bicycle due to nearness of an approaching southbound car; the only way he could have missed the bicycle was to collide head-on with the approaching car. Equipment damage $20.00. Others killed, one.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, December 3, 1941. Tampa, Florida, a car and bus collided at intersection. Equipment damage $60.00.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, December 18, 1941. Jacksonville, Florida, a small truck was struck and tipped on its side when it started to make left turn as bus was about to pass. Equipment damage $10.00. Others wounded, one.

Florida Motor Lines Corporation,
Jacksonville, Florida.

Date of Accident, December 28, 1941. Approximately ten miles east of Tampa, Florida, while passing a truck at night, the bus came upon a pedestrian wearing dark clothes. The truck and bus both swerved right but the middle left side of bus brushed against the pedestrian and bruised his arm. Others wounded, one.

Mary M. Kettner d/b/a
Glades Motor Line,
West Palm Beach, Florida.

Date of Accident, April 24, 1941. Approximately two miles west Loxahatchee, Florida. Caused by car stopping ahead of bus on the highway. Passengers wounded, two.

L. W. Holstun & Son,
Ocala, Florida.

Date of Accident, March 7, 1941. State Road No. 1, U. S. No. 90, bridge over Apalachicola River, near Chattahoochee, Florida. An automobile stopped suddenly in front of truck and in avoiding the automobile by application of brakes and swerving the truck jack-knifed and struck bridge railing three times before coming to complete stop. Automobile immediately left scene without offering help or the driver of the truck having an opportunity of getting names or license number of the automobile. Equipment damage $200.00. Employees wounded, one.

L. D. Holstun & Son,
Ocala, Florida.

Date of Accident, April 14, 1941. Two miles north of Starke, Florida on State Road No. 13. Collision—cause of accident carelessness or negligence of driver of Plymouth sedan. Plymouth sedan swerved across road striking our semi-trailer which was on the right or proper side of road. The driver of sedan had smell of beer or whiskey on breath.

L. W. Holstun & Son,
Ocala, Florida.

Date of Accident, September 17, 1941. Seaboard R. R. Crossing about 1½ miles East of center of Dunnellon, Florida. Grade Crossing. Train struck. Weather, dark and foggy. Time 4:45 A. M. No cross-

ing protection afforded except ordinary R. R. Crossing sign post. No Mechanical or lighting device. Railroad Crossing in River swamp with sharp curve in highway just before reaching crossing. Driver of truck did not see train across track until too close to stop. Driver swerved off highway to left going down railroad track and striking right side of moving box car with right front of truck. Equipment damage $300.00.

Seaboard Air Line Railway,
Jacksonville, Florida.

Date of Accident, May 16, 1941. While traveling East on Fourth Avenue, Tampa, Florida, at speed of ten miles per hour and on arrival intersection at 22nd street collided with left rear end of Plymouth coupe. Equipment damage $80.00.

Seaboard Air Line Railway,
Jacksonville, Florida.

Date of Accident, February 3, 1941. Jacksonville, Florida, Collision, mechanical equipment. Equipment damage $32.97.

St. Johns River Line Company,
Jacksonville, Florida.

Date of Accident, April 6, 1941. One mile south of Kissimmee, Florida. Leaving highway. Driver apparently went to sleep and ran off the road turning tractor and trailer over. Result tractor caught on fire and was completely destroyed. Equipment damage $850.00. Employees wounded, one.

Southeastern Greyhound Lines,
Jacksonville, Florida.

Date of Accident, 23rd June, 1941. Headed south between Callahan and Jacksonville met two cars coming, seemed to be running side by side. The driver of the bus pulled over to the right side of the road and stopped. Car on left hand side continued to come down highway without making any attempt to get back on his side of the road. When about twenty feet in front of bus the driver blew the horn the driver of the car ran into the left hand front fender of bus. The driver caught a ride and stopped the driver of the car at Callahan. He was drunk and didn't knew he had hit anything.

St. Johns River Line Co.,
Jacksonville, Florida.

Dated April 6, 1941—One mile south of Kissimmee, Florida, driver apparently went to sleep and ran off road turning tractor and trailer over. Result tractor caught on fire and was completely destroyed. Front of trailer was damaged by fire. Equipment damage $85.00—Driver wounded.

Southeastern Greyhound Lines,
Jacksonville, Florida.

In front of bus station in Raiford, Florida. 2 passengers injured. Damage to bus approximately $1000.00, damage to other vehicle approximately $275.00.

Lee's Coach Line,
Marianna, Florida.

Date of Accident, January 4, 1941—one mile northeast of Port St. Joe, Florida. Collided with train. Seven passengers wounded, one killed. Approximately $3000. equipment damage.

Union Bus Company,
Jacksonville, Florida.

Dated May 30, 1941—parking zone near bus station Quincy, Florida. Passenger in alighting from bus her ankle gave way and she fell and bruised her ankle.

Union Bus Station,
Jacksonville, Florida.

August 28, 1941, ½ mile west of Whitehouse, Florida. Three passengers wounded. Bus turned over in trying to avoid collision.

Union Bus Company,
Jacksonville, Florida.

December 12, 1941—2 miles west of Lake City, Florida. Ran bus off road to avoid collision with car. No injuries.

THE FOLLOWING PERMITS WERE CANCELLED IN 1941

William Leonard Wolfe, Penny Farms, Florida.
Ernest Ward, Plant City, Florida.
Douglas H. Sims, Plant City, Florida.
B. A. Tripp, Palm Beach, Florida.
Robert L. Frakes, St. Petersburg, Florida.
G. B. Revell d/b/a, Tallahassee, Florida.
William J. Sullivan, Palm Beach, Florida.
Norman B. Price, St. Petersburg, Florida.
Warren A. Cropp, Palm Beach, Florida.
Miami Beach Radio Cab & Baggage Company, Miami Beach, Florida.
Morris Levine, Miami Beach, Florida.
H. C. Newman, West Palm Beach, Florida.
Merrill James Johnson, Opa Locka, Florida.
Wilfred H. Langlois, West Palm Beach, Florida.
Elmer W. Stanley, West Palm Beach, Florida.

George J. Devine, Miami, Florida.
C. Ellwood Franklin, Lake Worth, Florida.
Alton Brumby, Tallahassee, Florida.
Randolph Livingston, West Palm Beach, Florida.
Dave Teitch, Miami Beach, Florida.
Eugene M. Haggerty, Jr., Palm Beach, Florida.
Lawrence E. Aylward, Palm Beach, Florida.
N. T. Johnson, West Palm Beach, Florida.
William H. Purnell, Lake Worth, Florida.
Fitzhugh L. Martin, West Palm Beach, Florida.
Milton C. Taylor, West Palm Beach, Florida.
Economy Taxi Company, West Palm Beach, Florida.
Martin A. Driscoll, Jacksonville, Florida.
George MacGown, West Palm Beach, Florida.
Clyde T. Holder, Miami Beach, Florida.
Clinton Harley, Pompano, Florida.
William J. Black, West Palm Beach, Florida.
Gunnar W. Lind, Miami Beach, Florida.
Blanch Takack, Sanford, Florida.
A. J. Donley, Tallahassee, Florida.
G. B. Revell, Tallahassee, Florida.
W. H. DeCamara, West Palm Beach, Florida.
Walter Tesh, West Palm Beach, Florida.
William O. Brown, West Palm Beach, Florida.
Thomas C. Crosland, Punta Gorda, Florida.
Alfred H. Dampfhofer, West Palm Beach, Florida.
Robert F. Wagner, West Palm Beach, Florida.
Raymond F. Clott, West Palm Beach, Florida.
Michael Sirota, Miami Beach, Florida.
Murray Kay, Miami Beach, Florida.
Leroy Mainard Bowden, Perry, Florida.
W. R. Durham, West Palm Beach, Florida.
Geo. W. Pfafflin, West Palm Beach, Florida.
Royal Palm Sightseeing Company, Miami, Florida.
Thomas Horace Tedder, Lake Wales, Florida.
D. W. Fisher, Miami, Florida.
Ralph Tobin, Hollywood, Florida.
Archibald F. Parsons, Orlando, Florida.
George W. Pomeroy, St. Petersburg, Florida.
Mrs. Ida W. Kibbe, Palm Beach, Florida.

COMMON CARRIERS

B—Denotes Bus
T—Denotes Truck

Name and Address	Certificate No.
B—Atlantic Greyhound Corporation, 601 Virginia Street, Charleston, West Virginia	Nos. 1-a, 130, 132 and 160
T—Atlantic Coast Line Railroad Co., Port Tampa, Florida	17
T—Acme Freight Lines, Inc., 141 Davis Street, Jacksonville, Florida	185
B—Ashmore Coach Line, Graceville, Florida	233
B—Alaga Coach Line, Dothan, Alabama	211
B—Air Base Bus Lines, Inc., Tampa, Florida	236
T—Brown Motor Freight Lines, Inc., Foot Newnan Street, Jacksonville, Florida	91
T—Bee Line Transfer Company, 237 S. Water Street, Tampa, Florida	9
B—Cocoa & Penn. Motor Lines, Cocoa, Florida	237
T—Central Truck Lines, Inc., 1011 Jackson Street, Tampa, Florida	56
T—C. & H. Transfer & Storage Company, Ft. Lauderdale, Florida	147
B—Clarke Motor Lines, Donaldsonville, Georgia	214
T—Cheschire Truck Lines, Ft. Lauderdale, Florida	168
B—Florida Motor Lines, Corporation, P. O. Box 329, Jacksonville, Florida	8
T—Fogarty Bros. Transfer Co., Inc., 824 12th Avenue, Bradenton, Florida	65
T & B—Florida East Coast Railway Company, St. Augustine, Florida	188

T—Five Transportation Company,
301 Gloucester Street, Brunswick, Georgia 15

T—Flamingo Truck Lines, Inc.,
2nd and Pearl Street, Jacksonville, Florida 228

B—Gulf Coast Motor Lines, Inc.,
Tampa, Florida 162

B—Georgia Stages, Inc.,
Albany, Georgia 194

T—Green Bros. Transfer Company,
Box 52, Clearwater, Florida 11

T—Great Southern Trucking Company,
1961 Clarkson Street, Jacksonville, Florida 180 and 52

B—Georgia-Florida Coaches, Inc.,
Lake City, Florida 238

B—Galdes Motor Lines, Inc., Lessee of Glades "K" Motor
Lakeland, Florida Lines, W. Palm Beach, Florida

T—Hunt Truck Line,
302 N. Jefferson Avenue, Tampa, Florida 166

T—Highway Transportation Company,
Blountstown, Florida 128

T—K & L Transportation Company, Inc.,
802 Ava Street, Waycross, Georgia 178

B—Kettner, Mary M. d/b/a, Glades "K" Motor Line,
West Palm Beach, Florida 108

B—Lee's Coach Lines,
Marianna, Florida 4

B—Miller, John Oliver
St. Augustine, Florida 210

B—Myers, Fred W.
116 N. W. 2nd Street, Miami, Florida 140

B—Monroeville Bus Company,
Monroeville, Alabama 200

B & T—McJunkin, Wayne F.
Box 194, Fernandina, Florida 42

B—Miami Opa Locka Bus Lines, Inc.,
Miami, Florida 229

T—Overseas Transportation Company, Inc., 228 S. W. North River Drive, Miami, Florida	146
B—Orlando Transit Company, Orlando, Florida	209
B—Orange Lines, Inc., 405 Graham Building, Jacksonville, Florida	232
T—Peters Truck Line, 86 West King Street, St. Augustine, Florida	44
B—Panama City Transit Co., Inc., Panama City, Florida	235
B—Redd, Henry J. d/b/a, Monticello Bus Company, Tallahassee, Florida	123
T—St. Joe Bus & Truck Company, Inc., Jacksonville, Florida	234
B & T—St. Andrews Bay Transportation Company, Panama City, Florida	138
B—Southeastern Greyhound Lines, Inc., 67 Ellis Street, East, Atlanta, Georgia	1
B—Southern Tours, Inc., 25 Fourth Street, North, St. Petersburg, Florida	60
T—Seaboard Air Line Railway Co., Receivers, Norfolk, Virginia	183
T—St. Johns River Line Company, Foot Ocean Street, West, Jacksonville, Florida	80
B—Suwannee River Bus Line, Homerville, Georgia	222
B—Suwannee & Gulf Stages, Mayo, Florida	220

CONTRACT CARRIERS

September 9, 1941

Name and Address	Certificate No.
Atlantic Distributing Company, Orlando, Florida	239
Blalock, J. J. Ocala, Florida	218

Boynton, C. J.
Tallahassee, Florida 240

Collier Terminal Whse & Van,
Ocala, Florida 228

Cox Percy,
997 N. W. 69th Street, Miami, Florida 196

Coats Motor Transfer Co.,
Ft. Pierce, Florida 46

Cooper Truck Line,
Rt. 5, Box 94, Jacksonville, Florida 75

Creeden, G. J.
Orlando, Florida 203

Curran, D. J.
Jacksonville, Florida 193

Florida Highway Express Company,
Madison and Brush Streets, Tampa, Florida 61

Green Transfer Company,
P. O. Box 52, Tampa, Florida 149

Holstun & Sons,
Ocala, Florida 121

James, Mrs. Susie G.
7606 Nebraska Avenue, Tampa, Florida 20

Kite Transfer,
Gainesville, Florida 227

Kelley, J. J.
Orlando, Florida 191

Lane, John G.,
4143 San Juan Ave., Jacksonville, Florida 215

Motor Fuels Transport, Inc.,
1412 E. 8th Street, Jacksonville, Florida 111

Newhall, John E.
Standard Oil Plant No. 1, Tampa, Florida 68

National Convoy & Trucking Company,
Box 781, Jacksonville, Florida 122

O'Steen, N. B.
High Springs, Florida 205

Peterson, L. L. Lakeland, Florida	369
Petroleum Carrier Corporation, P. O. Box 677, Jacksonville, Florida	19
Ryder Trucking Company, 93 N. E. 20th Street, Miami, Florida	204
Richards, Thomas L. 429 Okeechobee Road, West Palm Beach, Florida	225
Robinson Transfer, 641 N. Lexington Avenue, Orlando, Florida	156
Shipe Trucking Company, Winter Haven, Florida	224
Smith, E. S. Care A & P Tea Company, Jacksonville, Florida	190
Sarasota Transfer Company, Sarasota, Florida	217
Terminal Transfer Company, Care A & P Tea Company, Jacksonville, Florida	192
Warehouse, Inc., Tampa, Florida	179
Yarnall Warehouse, Lakeland, Florida	201

INTRASTATE SPECIAL PERMIT CARRIERS AND CERTIFICATE HOLDERS

September 9, 1941.

Name and Address	Permit and Certificate No.
Burgess, Arthur S. Ocala, Florida	149
Blowers, Tom H. 1271 Hollywood Avenue, Jacksonville, Florida	401
Bowden, Leroy Perry, Florida (Limited Certificate)	12
Belcher Oil Company, 1217 Biscayne Blvd., Miami, Florida (Limited Certificate)	9

Cruikshank Motor Truck Service,
Jacksonville, Florida 249

Cordell, Henry Elmer
Sanford, Florida 242

Dow, Maurice
Melborne, Florida 660

Dickinson, W. A., Transfer,
2335 N. Miami Avenue, Miami, Florida 135

Fry, Emil
High Springs, Florida 497

Franklin's Transfer,
P. O. Box 1983, Ft. Myers, Florida 153

Fidelity Storage & Warehouse Company,
Orlando, Florida 494

Gatlin, James Frank
Jacksonville, Florida 141

Growers & Shippers Transfer Co.,
Pompano, Florida 140

Hart Machinery Company,
Tampa, Florida 550

Hollywood Storage & Transfer,
Hollywood, Florida 498

Holstun, L. W.
Ocala, Florida 284

Hull, Roscoe L.
Ft. Lauderdale, Florida 47

Johansen, Walter
Pensacola, Florida 636

Kniffin Transfer Company, 3
240 S. W. River Drive, Miami, Florida 3

Kennelly Transfer & Storage Company,
724 Pippin Street, Jacksonville, Florida 134

Leonard Bros. Transfer & Storage Company,
1944 N. W. 7th Avenue, Miami, Florida 169

Meed's Transfer Company,
Foot of Julia Street, Jacksonville, Florida (Limited Ctf.) 5

Miller, John C. 2234 S. W. 36th St., Miami, Florida (Limited Ctf.)	212
Miami Transfer Company, 1000 N. W. River Drive, Miami, Florida	647
McFarlin, Maurice N. Tampa, Florida	361
McCaskill, K. E. DeFuniak Springs, Florida (Limited Ctf.)	11
Ploof, H. C. Transfer, South Jacksonville, Florida	138
Ridgeway Transfer & Storage Company, Orlando, Florida	131 and 129
Slauson, Albert Erwin 615 Brookhaven, Drive, Orlando, Florida	189
Sarasota Transfer & Storage Co., Sarasota, Florida (Limited)	4
Tompkins, M. E. Lake City, Florida	241
Union Transfer & Storage Company, 316 N. E. 14th Street, Miami, Florida	256
White Star Line, 413 W. Main Street, Ocala, Florida	66
Withers, John E., Transfer Company, 1000 N. E. First Street, Miami, Florida	118

INTRASTATE LIMITED COMMON CARRIERS

September 9, 1941.

(HOUSEHOLD GOODS)

Name and Address	Certificate No.
American Transfer Company, Tampa, Florida	213
Arrow Transfer Company, Tampa, Florida	165
Ace Transfer, 842 1st Avenue, North, St. Petersburg, Florida	335

Bowden, Leroy,
Perry, Florida 12

Burgess, Arthur S.
Ocala, Florida 149

Brandon Transfer & Storage,
322 6th Street, West Palm Beach, Florida 85

Brown Transfer & Storage Co.,
West Palm Beach Florida 221

Blocker Transfer & Storage Co., Inc.,
St. Petersburg, Florida 2

Bailey, O. R., Tr. Company,
Sarasota, Florida 145

Cruikshank Motor Truck Service,
Jacksonville, Florida 249

C. & H. Transfer & Storage Co.,
Ft. Lauderdale, Florida 147

City Transfer Company, Inc.,
Box 2870, Tampa, Florida 158

Collier's Terminal Warehouse & Van Co.,
Ocala, Florida 31

Coats Motor Truck,
Ft. Pierce, Florida 311

Central Transfer & Storage Company,
St. Petersburg, Florida 163

Caldwell Bonded Warehouse, Inc.,
101 12th Street, Tampa, Florida 125

Cordell, Henry Elmer
Sanford, Florida 242

Delcher Bros. Storage Company, Inc.,
Jacksonville, Florida 116

DeLoach, S. L.
New Smyrna, Florida 238

Flash Express & Storage Company, Inc.,
251 S. W. 1st Court, Miami, Florida 301-A

Fidelity Storage & Warehouse Company,
53-61 West Jackson Street, Orlando, Florida 494

Ferris Warehouse & Storage Company,
Pensacola, Florida 239

Fulford Van & Storage Company,
21 W. Central Avenue, Orlando, Florida 105

Franklin's Transfer,
P. O. Box 1983, Ft. Myers, Florida 153

Grubb, Paul Claude
2054 Main Street, Jacksonville, Florida 250

Goodall Transfer & Storage Company,
Box 549, Tampa, Florida 123

Green Transfer Company,
1102 Ashley Street, Tampa, Florida 149

Harrell Transfer & Storage Company,
Tallahassee, Florida 1

Howard Transfer Company,
229 Boone Street, Orlando, Florida 310

Haywood, Ben
1404½ Tampa Street, Tampa, Florida 16

Holland Transfer Company,
Lakeland, Florida 87

Hill's Transfer,
Tallahassee, Florida 258

Horton, C. W.
Port St. Joe, Florida 10

Johnson, Bill Transfer Company,
710 5th Avenue, North, St. Petersburg, Florida 158

Kite Transfer,
440 W. Orange Street, Gainesville, Florida 76

Kennelly Transfer and Storage Company,
724 Pippin Street, Jacksonville, Florida 134

Lerette, A. J.
3325 N. W. 5th Avenue, Miami Beach, Florida 351

Lee Terminal & Warehouse Company,
Box 1303, Tampa, Florida 127

Leonard Bros. Transfer & Storage,
1944 N. W. 7th Avenue, Miami, Florida 169

Ploof, H. C. Transfer Company,
S. Jacksonville, Florida 138

Robinson, E. E.
506 Macy Street, Orlando, Florida 304

Roberts, M. O.
DeLand, Florida 8

Rapid Express Company,
73 E. Church Street, Jacksonville, Florida 119

Ridgeway Transfer Company, Inc.,
Daytona Beach, Florida 131 and 129

Shaw Furniture Transfer,
1817 Liberty Street, Jacksonville, Florida 40

Southern Transfer & Storage Co., Inc.,
1901 5th Avenue South, St. Petersburg, Florida 41

Suddath Moving & Storage Company,
315-19 E. Bay Street, Jacksonville, Florida 88

Service Transfer,
405 S. Poinsetta Ave., West Palm Beach, Florida 240

Suddath Moving & Storage Company,
1727 Grand Central Avenue, Tampa, Florida 130

Sarasota Transfer & Storage Company,
Sarasota, Florida 164

Twiss Transfer Company,
842 4th Avenue, South, St. Petersburg, Florida 122

Tompkins, M. E.,
Lake City, Florida 241

Triangle Express Company,
1447 Drexel Avenue, Miami Beach, Florida 307

Union Transfer & Storage Co.,
316 N. E. 14th St., Miami Beach, Florida 256

Van Horn Transfer & Storage Co.,
Panama City, Florida 7

White Star Line,
413 W. Main St., Ocala, Florida 66

Withers, John E. Transfer Co.,
1000 N. E. First Street, Miami, Florida 118

Washington Storage Co., Inc.,
1001 Washington Avenue, Miami Beach, Florida 248

Yarnall Warehouse & Transfer Co.,
Lakeland, Florida 133

Zorn Transfer Company,
Palatka, Florida 6

CERTIFICATE OF REGISTRATION

Name of Registrant	Certificate No.	Authority
A. Arnold & Son Transfer & Storage, 2600 W. Broadway, Louisville, Kentucky	91	Transport household goods.
Alabama Transfer & Storage, 501 N. Perry Street, Montgomery, Alabama	29	Transport household goods.
Atlantic Stages, 114-118 W. State Street, Savannah, Georgia	70	Transport passengers—common carriage — Georgia-Florida State line to Lake City, Florida.
Abb's Transfer & Service Co., 700 N. Conception Street, Mobile, Alabama	92	Transport household goods.
Alabama Highway Express, Inc., 913 N. 6th Avenue, Birmingham, Alabama	77	Transport commodities generally — Alabama-Florida State Line to points in Florida.
Aalco Express Co., Inc., 3519 Page Building, St. Louis, Missouri	81	Transport household goods.
Baggett Transportation Co., Inc., 2417 First Ave., South, Birmingham, Alabama	27	Transport high explosives and blasting supplies to points and places in Florida.

Name of Registrant	Certificate No.	Authority
Brown Transfer & Storage Co., 2nd Avenue and Broad Street, Rome, Georgia	45	Transport household goods —Commodities generally— except high explosives, etc.
Ralph M. Bowman, d-b-a Bowman Transportation Co., Attalla, Alabama	88	Transport cast iron pipe and fittings, steel wire and bars, and meshed wire for reinforcement—from Alabama-Florida State Line to points and places in Florida.
Boynton, Chas., (lessee of McDowall Transport, Inc.,), Jacksonville, Florida	38	Transport motor vehicles and trailers stacked or in towaway and driveaway service—irregular route.
Biloxi Transfer & Storage Co., Inc., 440 Reynoir Street, Biloxi, Mississippi	82	Transport household goods.
Chancy, Lewis Gerald, Hartford, Alabama	52	Transport petroleum products in drums and cases from Jacksonville, Florida, to points in Alabama — empty containers from Alabama to Jacksonville,
Continental Van Lines, 306 N. 21st Street, Birmingham, Alabama	12	Transport household goods.
Cole, Jack, Company, Inc., 3-21 Fourth Ave., South, Birmingham, Alabama	71	Transport general commodities— except explosives, etc. but to include household goods — to all points in Florida on and north of the route from Pensacola, Florida to Jacksonville, Florida, over U. S. Highway

Name of Registrant	Certificate No.	Authority
		98, 319, and 90—through Panama City, Apalachicola and Tallahassee, Florida
Dove, John H., 110 S. St. Andrews Street, Dothan, Alabama	31	Transport commodities generally — except explosives, etc., between Dothan, Alabama, and Pensacola, Florida — via U. S. Highway No. 231 and 90 — between Dothan, Alabama, and Jacksonville, Florida, via Florida Highways No. 11 and U. S. 90.
Dove, R. L., d-b-a, Toby Dove Transfer, 201 S. Oats Street, Dothan, Alabama	87	Transport—cotton between Dothan, Alabama, and Pensacola, Florida, via U. S. Highway 231 and 90; —farm products from Pensacola to Dothan — groceries—school supplies—fruits and vegetables — from Jacksonville to Dothan. —canned tomatoes—canned grapefruit from Palmetto, Florida, and Plant City, Florida, to Dothan, Alabama.
Deaton Truck Lines, Inc., 2330 Fourth Avenue, North, Birmingham, Alabama	54	Transport commodities generally over irregular routes to points and places in the State of Florida.
Elmore, G. D., Route 3, Dothan, Alabama	56	Transport groceries and agricultural commodities to and from Pensacola, Florida

Name of Registrant	Certificate No.	Authority
		and cotton in bales, fertilizer, fertilizer materials, peanuts, cottonseed meal, and cottonseed hulls, between points in Alabama, Georgia, and and Florida, within a radius of 75 miles of Dothan, Alabama.
Harris Transfer & Warehouse Company, 8 S. 13th Street, Birmingham, Alabama	7	Transport household goods.
Howard Hall Co., Inc., 2809 Second Avenue, South, Birmingham, Alabama	18	Transport commodities generally — except high explosives, etc., to all points in Florida on and north of a line consisting of U. S. Highway No. 92, from Tampa, to Kissimmee, thence U.S. Highway 192, to Melbourne, Florida.
Kenosha Auto Transport Corporation, Kenosha, Wisconsin	11	Transport new automobiles and trucks and their necessary equipment by the so-called driveaway method, to all points and places in Florida.
Lambert, Thomas M., 20 Auburn Street, Opelika, Alabama	86	Transport household goods.
Monroe County Freight Lines, 205 N. Royal Street, Mobile, Alabama (under lease to Acme Freight Lines, Inc., Jacksonville, Florida, until February 23, 1942)	79	Transport commodities generally between Pensacola, Florida, and Alabama-Florida State Line via Molino, Florida, over U.S. No. 29 and 87.

Name of Registrant	Certificate No.	Authority
Mrazek Transfer & Storage Co., J. A. 511 Locust Street, St. Louis, Missouri	22	Transport household goods.
P. T. Malone d-b-a-, Malone Horse Transportation Service, Coral Gables, Florida	75	Transport racing horses and equipment pertaining thereto between Miami and points outside of the State of Florida, in intrastate commerce.
Maxwell, Wm. Ray, P.O. Box 892, Tallahassee, Florida	62	Transport commodities generally except inflammables, perishables, and liquid in bulk — between Panama City, Apalachicola, and Tallahassee, Florida, and Quincy, Florida—via U.S. Highway 319, 90, 19, 231, 98 and Florida 50.
Motor Convoy, Inc., The 678 Ford Place, N.E., Atlanta, Georgia	61	Transport Ford automobiles and trucks—all points between the Georgia-Florida State Line and points north of Florida State Highway No. 14, approximately.
McClendon, Glen, Lafayette, Alabama	84	Transport fruits and vegetables and uncrated used household goods.
E. R. McGehee d-b-a, McGehee Transfer & Storage Company, 140 Wesley Avenue, Jackson, Mississippi	80	Transport household goods.
O. K. Transfer & Storage Co., Arcade Building, Gulfport, Mississippi	83	Transport household goods.

Name of Registrant	Certificate No.	Authority
Pendleton, Wm. F., Valdosta, Georgia	2	Transport such merchandise as is dealt in by wholesale and retail grocery and food business houses. Between Jacksonville and Valdosta, Georgia—via Lake City over U. S. Highway No. 90—and 41 from Georgia Florida State Line to Jacksonville via U.S. Highway No. 1. From Valdosta to Quincy, Florida, over U. S. Highway No. 41 to Lake City, thence 90 to Live Oak; or from Jasper over Florida Highway 50 to Live Oak, thence via U.S. 90 or U.S. 19 to Tallahassee—and 90 to Quincy—Lake City—Jasper — Madison — Tallahassee — intermediate points for delivery only. Vinegar, jellies, and apple butter from Jacksonville to Thomasville, Georgia — via U. S. 90 and 41.
Philadelphia Detroit Lines, Inc., 917 W. Adams Street, Jacksonville, Florida	28	Transport automobiles and trucks from various points of manufactures in northern states to points in Florida.
R. C. Motor Lines, 2504 Laura Street, Jacksonville, Florida	33	Transport general commodities in common carriage — from Jacksonville, Florida, to Baltimore, Maryland.

Name of Registrant	Certificate No.	Authority
Sullivan, Long & Haggerty, Ltd., 2-26 2nd Avenue, Bessemer, Alabama	53	Transport steel, reinforcing bars, structural beams and bridge spans — firebrick — refractory material and contractor's equipment— from Birmingham, Alabama, to points in Florida.

PASSENGER PERMITS

April 9, 1941

L. L. Adams, Sr.,
182 N. W. 45th St.,
Miami, Florida

Lawrence E. Aylward,
c/o B. Earl Pitman,
Breakers Hotel,
Palm Beach, Florida

Ace Cabs Company,
1031 Fifth St.,
Miami, Florida

Fred A. Ambrose, Jr.,
Seabreeze Camp,
Riviera, Florida.

Acme Cab Company,
340 Twenty-third St.,
Miami Beach, Florida.

Elkin M. Adelson,
944 5th St.,
Miami Beach, Florida.

Truman E. Allison,
415-Eleventh St.,
West Palm Beach, Florida

Reuel B. Atkinson, Sr.,
d/b/a 391 Taxi Service,
Tallahassee, Florida.

W. C. Burney,
1400 N. Sapolilla St.,
West Palm Beach, Fla.

William O. Brown,
525 7th St.,
West Palm Beach, Fla.

Wm. F. Bachstet,
519 Pilgrim Rd.,
West Palm Beach, Fla.

Henry R. Barrenblatt,
202 Ocean Drive,
Miami Beach, Florida.

Sol Barrenblatt,
202 Ocean Drive,
Miami Beach, Florida.

F. R. Barrenblatt,
641 Meridian Ave.,
Miami Beach, Florida.

Edward Bell,
437 Collins Ave.,
Miami Beach, Florida.

A. H. Binder,
218 Fifth Street,
Miami Beach, Florida.

Kenneth A. Bradley,
303 Buckingham Road,
West Palm Beach, Florida.

Burroughs Cab Co., Inc.,
Winter Haven, Florida.

Lester A. Butters,
15 Everglades Arcade,
Palm Beach, Florida.

Alton Brumby,
Tallahassee, Florida.

William J. Black,
414 Eleventh St.,
West Palm Beach, Florida

Dan Boyd,
Hollywood, Florida.

Sigmund Berger,
744 Jefferson Ave.,
Miami, Florida.

Blue & Gray Cab Co.,
115 W. Flagler St.,
Miami, Florida.

William Brown,
1413 N. W. 4th Ave.,
Miami, Florida.

Harmon Blue,
Lake Worth, Florida.

Wm. H. Barnett,
P. O. Box 83,
Miami Beach, Florida.

A. E. Breton,
c/o Sun and Surf Club,
Palm Beach, Florida.

George R. Batt,
262 Sunset Avenue,
Palm Beach, Florida.

Miss Myrtice J. Bowman,
d/b/a Bowman's Taxi,
Marianna, Florida.

Wm. O. Bascom,
314 Ora St.,
Daytona Beach, Fla.

Raymond F. Clott,
319 Lakeside Crt. Apt. 6,
West Palm Beach, Florida.

Charles Carlen,
325 North Lakeside Court,
West Palm Beach, Florida.

Conti Courtland and/or
Century Cab Company,
4519 Sheridan Avenue,
Miami Beach, Florida.

City Cab Company, Inc.,
234 S. Orange Avenue,
Orlando, Florida.

Peter J. Clerici,
1608 7th Ave. N.,
Lake Worth, Florida.

Warren A. Cropp,
264 Park Avenue,
Palm Beach, Florida.

Charles W. Carr,
31 N. Peninsular Drive,
Daytona Beach, Florida.

Bernard Chauncey,
d/b/a Century Cab Deluxe,
1155 Collins Avenue,
Miami Beach, Florida.

Bert L. Cole,
Gasparilla, Florida.

Thomas Catikos,
No. 1 Smith Cottage,
Miami Beach, Florida.

Club Transportation Service, Inc.,
Coral Gables, Florida.

George Charles,
P. O. Box 143,
Riviera, Florida.

Causey C. Lee d/b/a
City Taxi Company,
113 N. Dixie,
West Palm Beach, Florida.

O. A. Causey,
Panama City, Florida.

G. B. Revell d/b/a
Capitol Cab Company,
Tallahassee, Florida

Camp Blanding Cabs, Inc.,
Penny Farms, Florida.

E. C. Davis,
Marianna, Florida.

W. H. DaCamara,
211 Lakeview Avenue,
West Palm Beach, Florida.

J. F. Daley,
628 Evernia St.,
West Palm Beach, Florida.

E. R. Deuchare,
Hollywood, Florida.

W. R. Durham,
508 "O" St.,
West Palm Beach, Florida.

Alfred H. Dampfhofer,
304 Guaranty Building,
West Palm Beach, Florida.

Diamond Cab Company,
2003 Grand Central Ave.,
Tampa, Florida.

Louis Dovsky,
540 Washington Avenue,
Miami Beach, Florida.

A. S. Dunham, Jr.,
425½ N. "J" St.,
Lake Worth, Florida.

Alfred Discount,
Trailer Garden,
West Palm Beach, Florida.

J. A. Downing,
7120 Indian Drive,
Miami Beach, Florida.

Martin A. Driscoll,
Hotel Windsor,
Jacksonville, Fla.

Economy Cab Company,
(Thomas E. Gordon),
Orlando, Florida.

Charlotte Eskriggs,
2234 W. Harding St.,
Hollywood, Florida.

Economy Cab Company of Tampa,
8017 Nebraska Loop,
Tampa, Florida.

James T. Ellis,
120 East Park Avenue,
Winter Park, Florida.

Economy Taxi Company,
19 Fagan Arcade,
West Palm Beach, Florida.

Economy Cab Co. of Jacksonville,
516 Washington Street,
Jacksonville, Florida.

Joseph J. Farrell,
826 Collins Ave.,
Miami Beach, Florida.

Flamingo Taxi Service, Inc.,
Miami Beach, Florida.

Flamingo Taxi,
Delray Beach, Florida.

Florida Associates, Inc.,
Tallahassee, Florida.

Florida Cab Company,
Florida and Broad,
Tampa, Florida.

Paul K. Frakes,
733-5 Avenue North,
St. Petersburg, Florida.

C. Ellwood Franklin,
605 South J. St.,
Lake Worth, Florida.

Henry Freeman,
Box 913,
Miami Beach, Florida.

Emerson A. Frey,
231 Walton Blvd.,
West Palm Beach, Fla.

William Frosch,
c/o Everglades Club,
Worth Avenue,
West Palm Beach, Florida.

Pete Fore,
Ocala, Florida.

Lester L. Farrow,
Lake Worth, Florida.

Joe Franko,
1068 4th St. N.,
St. Petersburg, Florida.

Edmund Fox,
2816 Apache Ave., Ortega,
Jacksonville, Florida.

Nate Fraxin,
520 Ocean Drive,
Miami Beach, Florida.

D. W. Fisher,
Miami, Florida.

George Foster,
Winter Park, Florida.

Paul K. Frakes
515 Kirkwood Terrace,
St. Petersburg, Florida.

Mrs. Dolly Favor,
114 E. Park Ave.,
Winter Park, Florida.

Robert L. Frakes,
935 Baum Ave. N.,
St. Petersburg, Florida.

Florida Transportation Co.,
NE 5th St. & Biscayne Blvd.,
Miami, Florida.

W. A. Gilbert,
2223 2nd Ave., West,
St. Petersburg, Florida.

M. E. Peddie d/b/a,
Gray Cab Taxi Co.,
Tallahassee, Florida.

Merrill James Johnson,
d/b/a Happy Landing Cab,
27th Ave. & Opa Locka Blvd.,
Opa Locka, Florida.

Clyde T. Holder,
330 Michigan Ave.,
Miami Beach, Florida.

Eugene M. Haggerty, Jr.,
262 Sunset Ave.,
Palm Beach, Florida.

H. O. Herring,
St. Petersburg, Florida.

Hill's, Inc.,
25 4th St. N.,
St. Petersburg, Florida.

Jack B. Hever,
St. Petersburg, Florida.

Harold M. Hatfield,
Daytona Beach, Florida.

George Helmich,
West Palm Beach, Florida.

Frank Headland,
Royal Park Garage Apts.,
Palm Beach, Florida.

M. F. Hall,
6 S. Ft. Harrison Ave.,
Clearwater, Florida.

Joel Beaudin d/b/a,
Joe's Taxi,
Delray Beach, Florida.

J. Earl Johnson,
324 20th Street,
West Palm Beach, Florida.

John E. Jackson,
3604 Arlington Ave.,
Tampa, Florida.

Bernard Knopp,
704 First St.,
Miami Beach, Florida.

R. G. Kidd, Jr.,
Starke, Florida.

Mary M. Kettner,
310 Evernia St.,
West Palm Beach, Florida.

Jack Kessler,
837 Espanola Way,
Miami Beach, Florida.

Mrs. Ida W. Kibbe,
227 Sunset Avenue,
Palm Beach, Florida.

Murray Kay,
822 Lenox Avenue,
Miami Beach, Florida.

Albert D. Krassner,
1355 Drexel Avenue,
Miami Beach, Florida.

George Kelly,
Tallahassee, Florida.

Luther C. Kelly, Jr.,
Tallahassee, Florida.

Harman Kapner,
612 Fifteenth St.,
Miami Beach, Florida.

Dick Lawrence,
Marianna, Florida.

Phillip Lind,
c/o City Hall,
Bradenton, Florida.

John Luterman,
Sarasota, Florida.

Leon Chapman Lantz,
153 Phelps St.,
Jacksonville, Florida.

E. B. Lord,
Sarasota, Florida.

Joseph F. Lucas,
Brafford Apts., Pilgrim Rd.,
West Palm Beach, Florida.

Wilfred H. Langlois,
620½ Iris St.,
West Palm Beach, Fla.

Randolph Livingston,
428 Eleventh St.,
West Palm Beach, Florida.

Jacob Levine,
710 Penna Ave.,
Miami Beach, Florida.

Sid Levy,
1218 Drexel Ave.,
Miami Beach, Florida.

Morris Levine,
1406 Washington Avenue,
Miami Beach, Florida.

Ted Long d/b/a
Long's Taxi Service,
Lakeland, Florida.

J. T. McMillan,
Box 763,
Lake Wales, Florida.

Ralph Martin,
171 Root Trail,
Palm Beach, Florida.

Miami Beach Radio Cab &
Baggage Co.,
Miami Beach, Florida.

Edwin T. Muller,
1310 Avenue "A",
West Palm Beach, Florida.

William H. Miller,
917 Alamanda St.,
West Palm Beach, Florida.

Fitzhugh L. Martin,
515 48th St.,
West Palm Beach, Fla.

George MacGown,
356 South County Road,
West Palm Beach, Florida.

Miami Sedan Service,
325 E. Flagler St.,
Miami, Florida.

Seeley P. Mount,
c/o Tropical Cab Company,
Miami Beach, Florida.

J. O. Miller Cab Company,
St. Augustine, Florida.

Miami For Hire Car Asso., Inc.,
11 N. E. 3rd Ave.,
Miami, Florida.

Mountain Lake Corp,
Lake Wales, Florida.

David Murphy,
Box 2361,
Palm Beach, Florida.

James McKnight,
Maitland, Florida.

H. Miller,
Miami Beach, Florida.

H. C. Newman,
311 Jefferson Rd.,
West Palm Beach, Florida.

Orin M. Nimmons,
715-6th Ave., So.,
St. Petersburg, Florida.

Frederick Joseph Neal,
617 50th Street,
West Palm Beach, Florida.

Ilda O'Neal,
601 Wildwood Way,
Clearwater, Florida.

F. O. Owens,
Bonifay, Florida.

Oscar Paris,
320 Euclid Ave.,
Miami Beach, Florida.

Geo. Eddie Phillips,
145 N.W., 62 St.,
Miami, Florida.

B. Earl Pitman,
231 Walton Blvd.,
West Palm Beach, Florida.

Clinton Harley d/b/a
Pompano Cab Service,
Pompano, Florida.

Daniel I. Price,
414 Fern St.,
West Palm Beach, Florida.

Wilbert R. Pritchard,
300 23rd St.,
Miami, Florida.

William H. Purnell,
213 South L St.,
Lake Worth, Florida.

Percy F. Palmer,
756 Bay St., N. E.,
St. Petersburg, Florida.

Archibald F. Parsons,
419 Lake St.,
Orlando, Florida.

Geo. E. Pennell,
P. O. Box 898,
Palm Beach, Florida.

Geo. W. Pomeroy,
105 Second Ave., N. E.,
St. Petersburg, Florida.

Geo. W. Pfafflin,
416 52nd St.,
West Palm Beach, Fla.

W. Quinton Presley,
(2237 Jackson St.)
Ft. Myers, Florida.

Norman B. Price,
P. O. Box 644,
St. Petersburg, Florida.

Frances E. Ring,
Camp Blanding,
Starke, Florida.

Rite Rate Cab Company,
110 Central Avenue,
St. Petersburg, Florida.

Red Top Cab & Baggage Co.,
44 SW 3rd St.,
Miami, Florida.

F. G. Richardson,
Vinoy Hotel and
724 3rd St. North,
St. Petersburg, Florida.

Ridgeway Transp. Co., Inc.,
Daytona Beach, Florida.

D. R. Rogers,
Sebring, Florida.

Geo. T. Rollings,
23 Hogan St.,
Jacksonville, Florida.

Capt. Harry C. Rich,
1949 Madison St.,
Hollywood, Florida.

George Henry Rines, Jr.,
231 Main St.,
Palm Beach, Florida.

Gould Raymond,
Daytona Beach, Florida.

Albert Rogel,
No. 7 Smith Cottage,
Miami Beach, Florida.

L. L. Adams, Jr. d/b/a
Red Adams For Hire Cars,
Miami, Florida.

Royal Palm Sightseeing Co.,
33 SW 8th St.,
Miami, Florida.

Joe Rubin,
203 Collins Ave.,
Miami Beach, Florida.

Thomas E. Saliba,
Marianna, Florida.

St. Augustine Transfer Co.,
St. Augustine, Florida.

Sal Singer,
66 Collins Ave.,
Miami Beach, Florida.

Annie Segal,
100 Ocean Drive,
Miami Beach, Florida.

Henry Schwartz,
132 8th St.,
Miami Beach, Florida.

Lawrence Fenton Sherwood,
Melbourne, Florida.

Carl Sirmons,
1627-27 Avenue No.,
St. Petersburg, Florida.

Sanford Cab Company,
(O. G. Owen),
Sanford, Florida.

Gunnar W. Lind d/b/a
Surfside Cab Company,
7820 Abbott Ave., Surfside,
Miami Beach, Florida.

Walter W. Sargent,
839 Hansen St.,
West Palm Beach, Florida.

Sam's Taxi Travel & Baggage
Service, Inc.,
Coral Gables, Florida.

Safety Cab Company, Inc.,
Jacksonville, Florida.

Theodore Spangoli,
Hollywood, Florida.

C. L. Swaggerty,
Ft. Lauderdale, Florida.

Ralph Henry Seaman,
Miami Beach, Florida.

Michael Sirota,
600 5th St.,
Miami Beach, Florida.

Theodore Spies,
c/o Royal Palm Taxi,
Biltmore Hotel,
Palm Beach, Florida.

Earl H. Slaick,
Hollywood, Florida.

Springer Motor Company,
Hollywood, Florida.

Elmer W. Stanley,
203 Ponce Court,
West Palm Beach, Florida.

Mrs. Cecelia Storjohan,
Winter Park, Florida.

Sun Cab Company, Inc.,
108 Fourth St., South,
St. Petersburg, Florida.

Oscar L. Sanders,
218 North Atlantic Ave.,
Daytona Beach, Florida.

William J. Sullivan,
262 Sunset Ave.,
Palm Beach, Florida.

Woodrow Shaw d/b/a
Star Cab Company,
222 E. Union St.,
Gainesville, Florida.

Victor Tweer,
253 Atlantic Avenue,
Palm Beach, Florida.

Walter Tesh,
310 Evernia St.,
West Palm Beach, Florida.

Milton C. Taylor,
926 Ortega Road,
West Palm Beach, Florida.

James H. Thomas,
1162 Highland St. N.,
St. Petersburg, Florida.

James L. Trotter,
Ocala, Florida.

Blanch Takack,
Sanford, Florida.

Thrift Cabs, Inc.,
Jacksonville, Florida.

Dave Teitch,
1410 Pennsylvania Ave.,
Miami Beach, Florida.

Catherine Takach,
Sanford, Florida.

W. E. Tribeck,
230 E. 7th St.,
Jacksonville, Florida.

Ralph Tobin,
Hollywood, Florida.

G. H. Underhill,
Ormond Beach, Florida.

Usher's Garage & Taxi Service,
219 29th St.,
Miami Beach, Florida.

Harold F. Upton,
519 Sunset Road,
West Palm Beach, Florida.

Upper Saranac Co., Inc.,
Hotel Clarndon,
Daytona Beach, Florida.

Venetian Way Coaches,
1142 N. W. 6th St.,
Miami, Florida.

Allen V. Varney, Inc.,
526 15th Ave. N. E.,
St. Petersburg, Florida.

A. J. Weekes,
4600 Sheridan Ave.,
Miami Beach, Florida.

George F. Williams,
352 Tuxedo Court,
St. Petersburg, Florida.

Robert F. Wagner,
620 40th St.,
West Palm Beach, Florida.

Myer Wallenstein,
100 Ocean Drive,
Miami Beach, Florida.

James C. Williams,
Trailer Garden,
Okeechobee Road,
West Palm Beach, Florida.

C. R. Wilson,
Box 265,
Hollywood, Florida.

Anton Wacker,
445 Brazilian Ave.,
Palm Beach, Florida.

J. M. Walrad,
118 Hammond Ave.,
Palm Beach, Florida.

L. A. Walker,
2132 2nd. Ave., N.,
St. Petersburg, Florida.

Yellow Cab Company of Miami, Inc.,
73 N. W. 8th St.,
Miami, Florida.

CERTIFICATE OF REGISTRATION
RECIPROCAL CARRIERS

A. & M. Long Distance Movers, Inc., 1608 Sycamore Street, Cincinnati, Ohio	Transport household goods.
Anaconda Van Lines, 2735 Lincoln Avenue, Chicago, Illinois	Transport household goods.
Aero Mayflower Transfer Company, 1231 N. Meridian Street, Indianapolis, Indiana	Transport household goods.
Allied Van Lines, Inc., 1018 S. Wabash Avenue, Chicago, Illinois	Transport household goods.
Stuart Welsh d-b-a, Associated Return Load Service, 78-01 Queens Boulevard, Elmhurst, L. I., New York	Transport household goods.
Max E. Jensen d-b-a, Ace Van Lines, 2914 4th Avenue, Brooklyn, New York	Transport household goods.
American Red Ball Transit Co., 106 Illinois Building, Indianapolis, Indiana	Transport household goods.
A. Andre & Son, Inc., 201 Hudson Street, Hoboken, New Jersey	Transport household goods.
American Van Lines, Inc., Brooklyn, New York	Transport household goods.
Allied Pittsburgh Warehouse & Van Co., New York, New York	Transport household goods.
Allen Asheville Transfer & Storage Co., Asheville, North Carolina	Transport household goods.

Apex Universal Van Service, Baltimore, Maryland	Transport household goods.
Burnham Furniture Co., Columbus, Georgia	Transport household goods.
Blanchard, Henry M., 570 S. Crest Road, Chattanooga, Tennessee	Transport lard, cooking oil and malt beverages (in truck-load lots) between Chattanooga, Tennessee, and various points in Florida; and empty malt beverage containers in truckload lots (from various points in Florida to Chattanooga, Tennessee (various highways).
Burnett, Geo. F., Company, Inc., 1204 Prairie Avenue, South Bend, Indiana	Transport as common carrier new automobiles, new trucks and new chassis by drive-a-way to points in Florida.
L. D. V. Benton and H. D. Benton, a partnership d-b-a, Benton Brothers Film Express, 192 Luckie Street, Atlanta, Georgia	Transport in common carriage motion picture films and accessories to points and places in Florida—on and east of Highway No. 19, and on and north of a line beginning at Tallahassee, and extending along U. S. Highway 90 to Watertown, thence along Florida Highway No. 28 to Starke, and thence along Florida Highway No. 48 to St. Augustine, Florida.
Brockett, C. B., 324 Broad Street, Bainbridge, Georgia	Transport in common carriage bottle washing machinery—between Bainbridge, Georgia, and points and places in Florida; and roofing, nails, and wire fencing from Bainbridge, Georgia, to Quincy and Chattahoochee, Florida.
Brooks Transfer & Storage Co., Inc., Richmond, Virginia	Transport household goods.

Bond Chadwell Company, 1625 Broad Street, Nashville, Tennessee	Transport household goods.
Busy Bee Transfer & Storage Co., Inc., Dallas, Texas	Transport household goods.
Brinkerhoff & Sons, H. E., Harrisburg, Pennsylvania	Transport household goods.
Batterson Brothers Trucking Co., Inc., 620 Meigs Street, Rochester, New York	Transport household goods.
Butler, Paul L., Wolcott Building, Toledo, Ohio	Transport motor vehicles by the drive-a-way or tow-away method in Florida.
Crabtree Transfer & Storage Co., Chattanooga, Tennessee	Transport household goods.
Cathcart Allied Storage Co., Inc., Atlanta, Georgia	Transport household goods.
Costich & Sons, Inc., 271 Hayward Avenue, Rochester, New York	Transport household goods.
Clarence C. Curth d-b-a, L. Curth & Sons, 244 Marion Street, Brooklyn, New York	Transport household goods.
Lester A. Crossman d-b-a, Crossman's Storage, 4143-47 Germanton Avenue, Philadelphia, Pennsylvania	Transport household goods.
Philip Bingmann and Floyd S. Sumner, d-b-a, Continental Van Service, New York City, New York	Transport household goods.

S

Consolidated Van & Storage Co., Inc., 351 Marietta Street, Atlanta, Georgia	Transport household goods.
Candler, W. R., Transfer Co., Asheville, North Carolina	Transport household goods.
Carolina Freight Carriers Corporation, Cherryville, North Carolina	Transport commodities generally, except those of unusual value and except high explosives, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading.
Carolina Transfer & Storage Co., Inc., 1230 W. Morehead Street, Charlotte, North Carolina	Transport household goods.
L. C. Chastain d-b-a, Chastain Transfer Company, Thomasville, Georgia	Transport under contract fresh meat and packing house products — and used household goods and office fixtures and furniture — contract route.
Clark, James M., Greenville, South Carolina	Transport household goods.
Central Van and Storage Co., 521 8th Avenue, South, Nashville, Tennessee	Transport household goods.
Continental Carriers, Inc., 215 Courtland Street, N.E., Atlanta, Georgia	Transport household goods.
Chattanooga Transfer & Storage Co., Inc., 915 Carter Street, Chattanooga, Tennessee	Transport household goods.
Dealers Transport Company, 7009 S. Chicago Avenue, Chicago, Illinois	Transport new trucks, cabs, chassis, and commercial automotive vehicles, finished or unfinished, restricted to initial movements — drive-a-way method — to points in Florida.

Dixie Transport Company, Dalton, Georgia	Transport automobiles and trucks, hauled from place of manufacture to all points and places in the State of Florida.
Empire Moving & Storage Co., Bayonne, New Jersey	Transport household goods.
Engel Brothers, Inc., 1179-91 E. Grand Street, Elizabeth, New Jersey	Transport household goods.
Ellis Moving Company and Safe Van Line, 235 Main Street, Nashville, Tennessee	Transport household goods.
Edelen Transfer & Storage Co., Inc., 709-11 N. Broadway, Knoxville, Tennessee	Transport household goods.
Fleming, John P., d-b-a, Fleming, John, Driveway, 12028 Kercheval Avenue, Detroit, Michigan	Transporting motor vehicles only, passenger automobiles and/or trucks in drive-away method over the highways of the State of Florida.
Fugate & Gurton Driveway Co., Brazil, Indiana	Transporting in common carriage new trucks and chassis and parts thereof by drivaway method to points and places in Florida.
Ford Brothers Van & Storage Co., 1024 Dodge Street, Omaha, Nebraska	Transporting household goods.
Fishman, J., and Son, Inc., Fishman, J., and Son, Inc., 571 Madison Avenue, Paterson, New Jersey	Transporting household goods.
Fireproof Storage Company, Savannah, Georgia	Transporting household goods.

Fleet Carrier Corporation, Pontiac, Michigan	Transporting automobiles, trucks, trailers, chassis and other automotive vehicles by drivaway method only in Florida.
Gooding, J. M., Woodbine, Georgia	Transporting under contract for Gulf Refining Company — Petroleum products. Georgia-Florida State Line via State Highway No. 3 to Jacksonville, Florida.
Greyvan Lines, Inc., 1338 S. Michigan Avenue, Chicago, Illinois	Transporting household goods.
Gathergood, Roy, Monroeville, Ohio	Transporting race and show horses exclusively in special built equipment from Florida-Georgia State Line on Roads 3 and 4. Over State Roads 3 and 4 to Jacksonville and or Seminole Driving Park (Seminole County).
Great Lakes Drive-A-Way Corporation, 833 E. 73rd Street, Cleveland, Ohio	Transporting new and used automobiles and trucks by driv-a-way method, to all points in Florida.
Great Lakes Cartage Company, 355 Morris Street, Toledo, Ohio	Transporting explosives, only, to points and places in Florida.
Geipe, J. Norman, Van Lines & Fireproof Storage Warehouse, 520 W. Lafayette Avenue, Baltimore, Maryland	Transport household goods.
Hudson Transfer Company, Columbus, Georgia	Transport household goods.
House, Russell C., Transfer & Storage Co., 135 Auburn Avenue, Atlanta, Georgia	Transport household goods.

Hoosier Transportation Co., Inc., 915 Daly Street, Indianapolis, Indiana	Transport passengers and their baggage.
Hall Moving and Storage, 1312 Walnut Street, Cincinnati, Ohio	Transport household goods.
Holman, George B., & Co., Inc., 151 Park Avenue, Rutherford, New Jersey	Transport household goods.
Juett, Howard W., 215 E. 2nd Street, Cincinnati, Ohio	Transport in common carriage frozen fruits and vegetables, salad dressing, meat, dressed poultry, lard, butter, oleomargarine, cheese and eggs to the following points: Lake City, Jacksonville and Miami, Tampa, Ft. Myers, High Springs, Gainesville, Archer, Orlando, Haines City, Florida, and fresh and frozen fruits,and vegetables from points in Florida to Cincinnati, Ohio.
Keal, I. E., 810 E. 82nd Street, Cleveland, Ohio	In contract carriage — transporting in drivaway method new trucks, new truck chassis and new commercial automotive vehicles to all points in Florida.
Lawrence, Frank B., Fayetteville, Tennessee	Under contract transporting sweet cream for Southern Borden Company —from Fayetteville, Tennessee, to Jacksonville, Florida, and from Atlanta, Georgia, to Forsythe, Georgia, and from Waycross, Georgia, to Jacksonville, Florida.
Liberty Return Load Association, Inc., New York City, New York	Transport household goods.

Lakewood Storage, Inc., 14441 Detroit Avenue, Lakewood, Ohio	Transport household goods.
Morris, S. T. 1365 Division Place, S.W., Atlanta, Georgia	Under contract—transporting pipe and metal coated roofing, galvanized ware, wire, nails—from Georgia-Florida to points in Florida.
Miller, Gary E., Box 26, Hartsville, South Carolina	Transporting paper and paper products—from Georgia-Florida State Line to points in Florida.
Miller North Broad Transit Co., 2709-13 N. Broad Street, Philadelphia, Pennsylvania	Transport household goods.
Thomas I. Murphy d-b-a, Murphy's Storage Warehouse, 200 Middle Neck Road, Great Neck, New York	Transport household goods.
Mattsen Brothers Storage & Van Service, Chicago, Illinois	Transport household goods.
National Delivery Association, Inc., Washington, D. C.	Transporting household goods.
National Movers of Boston, 129 Waverly Avenue, Watertown, Massachusetts	Transporting household goods.
North American Van Lines, Inc., 1220 Superior Avenue, Cleveland, Ohio	Transporting household goods.
Nazarina, John, 50 Prentiss Street, Watertown, Massachusetts	Transporting household goods.

Newton, Lester C., Bridgeville, Delaware	Transporting fruits and produce.
National Van Lines, Inc., Chicago, Illinois	Transporting household goods.
O. K. Storage & Transfer Co., Inc., 161 Jefferson Avenue, Memphis, Tennessee	Transporting household goods.
Owl Moving & Storage Co., 3631 Chene Street, Detroit, Michigan	Transporting household goods.
Pyramid Moving Co., The 3739 E. 93rd Street, Cleveland, Ohio	Transporting household goods.
Pan-American Bus Lines, Charlotte, North Carolina	Transporting passengers in common carriage — State Line to Jacksonville, thence to Miami Roads 3 and 4.
P. & B. Transfer & Storage Co., Inc., 417 S. Main Street, Memphis, Tennessee	Transporting household goods.
Pittsburgh Warehouse & Van Co., Inc., Pittsburgh, Pennsylvania	Transporting household goods.
Public's Moving Co. "Van Lines," Hammond, Indiana	Transporting household goods.
Parrish Dray Line, Inc., Sumter, South Carolina	Transporting household goods.
Porter, Ed, Chester, South Carolina	Transporting household goods and livestock.
Quidley, Hattie, d-b-a, Quidley Transfer, Charleston, South Carolina	In contract carriage — transporting merchandise as is dealt in by wholesale, retail and chain grocery and food business houses and in connec-

	tion therewith equipment materials and supplies used in the conduct of such business between Jacksonville, Florida, and points in South Carolina and Georgia, and empty steel and wooden barrels, field and garden seeds and packing house products to Jacksonville, Florida.
Red Comet Van Lines, Inc., 458 W. 40th Street, New York City, N. Y.	Transporting household goods.
Rogers, A. G., Inc., 931 Asbury Avenue, Asbury Park, New Jersey	Transporting household goods.
Rosebank Storage Warehouse, 69 St. Mary's Avenue, Rosebank, Staten Island, New York.	Transporting household goods.
Red Lion Moving Co., Inc., 3120 Market Street, Philadelphia, Pennsylvania	Transporting household goods.
Return Loads Bureau, Inc., 37-11 30th Street, Long Island City, New York	Transporting furniture, pianos, refrigerators, washing machines, vending machines, restaurant and kitchen equipment.
Rothery Storage & Van Co., Des Planes, Illinois	Transporting household goods.
Smith, Ralph G., 200 N. Pennsylvania Street, West Chester, Pennsylvania	Transporting horses and livestock together with their equipment to points and places in Florida.
Sanders Transfer & Storage Co., 129 8th Avenue, North, Nashville, Tennessee	Transporting household goods.

Sober, Howard, Inc., 1108 S. Washington Avenue, Lansing, Michigan	Transporting automobiles, trucks, chassis, unfinished automobiles and/or parts thereof and combination thereof by driv-away method, to points and places in Florida.
Shaff, D. B., 604 Cotton Street Building, Nashville, Tennessee	Transporting household goods.
Foy N. Suddath d-b-a, Suddath Moving & Storage Co., Atlanta, Georgia	Transporting household goods.
Security Storage & Van Corporation, 530 Front Street, Norfolk, Virginia	Transporting household goods.
Schelburne, J. C., Transfer & Storage Corp., Richmond, Virginia	Transporting household goods.
Steves, Noble R., Boston, Massachusetts	Transporting household goods.
Security Storage & Van Co., Inc., 230 Decatur Street, New Orleans, Louisiana	Transporting household goods.
Scott, A. L., Montgomery, New York	Transporting horses and their equipment — grooms and trainers equipment.
Swormstedt Storage & Van Co., Columbus, Ohio	Transporting household goods.
Sisser Brothers, Inc., Somerville, New Jersey	Transporting household goods.
Truckway Corporation, 342 Raeburn Street, Pontiac, Michigan	Transporting automobiles, trucks and chassis under their own power or by the tow-bar or other attachment method.

Thompkins, W. H., Co., Inc., Nashville, Tennessee	In common carriage transporting packing house and dairy products — eggs and poultry, pottery, tallow, to points and places in Florida. Canned and fresh fruits and canned fruit juices, coffee, lard, and vegetable oil compounds, to points in Tennessee and Georgia.
R. B. Hicks d-b-a, The Trading Post, 464 First Street, Macon, Georgia	Transporting household goods.
Terminal Van Lines, Washington, D. C.	Transporting household goods.
Tallant Transfer Co., Inc., Hickory, North Carolina	Transporting commodities generally.
Trans American Van Service, Inc., 540 W. 59th Street, Chicago, Illinois	Transporting household goods.
Traina's Van Service, 729 Roselle Street, Linden, New Jersey	Transporting household goods.
United Van Lines, Inc., 2036 E. 4th Street, Cleveland, Ohio	Transporting household goods.
Vanportation & Warehouse Corp., 37-15 30th Street, Long Island City, New York	Transporting new uncrated furniture.
Wimberly Transfer, Valdosta, Georgia	In common carriage — transporting commodities generally between Jacksonville, Florida, and Valdosta, Georgia, via Lake City, Florida. Tobacco and pecans from Live Oak and Madison, Florida, to Valdosta, Georgia.

	Feed stuffs and fertilizer from Valdosta, Georgia, to points and places on U. S. Highway No. 90, between Madison and Jacksonville, Florida. Household goods to points and places in Florida.
Weathers, Carey F., Transfer & Storage Co., Augusta, Georgia	Transporting household goods.
White, A. C., Transfer & Storage Co., 414 Edgewood Avenue, Atlanta, Georgia	Transporting household goods.
Woodside Storage Co., John J., 259 Edgewood Avenue, Atlanta, Georgia	Transporting household goods.
Walker Warehouse, Inc., 521 Peachtree Street, N.E., Atlanta, Georgia	Transporting household goods.
Weathers Bros. Transfer Co., Inc., 733 Boulevard, N.E., Atlanta, Georgia	Transporting household goods.
Washburn Storage Co., 203 Poplar Street, Macon, Georgia	Transporting household goods.
World Wide Carriers, Inc., 1066 Freeman Street, New York City, N. Y.	Transporting household goods.
Warren, Ezra H., 925 Lysander, Detroit, Michigan	Transporting household goods.
E. E. Warren, d-b-a, Warren's Transfer, Raleigh, North Carolina	Transporting household goods.

Motor Transportation Orders

ORDER NO. 1390.

DOCKET NO. 100-121.

IN RE: APPLICATION OF FLORIDA MOTOR LINES CORPORATION OF JACKSONVILLE, FLORIDA FOR CHANGE OF SCHEDULE BETWEEN JACKSONVILLE AND TALLAHASSEE, SERVING PERRY, MAYO, BRANFORD, FT. WHITE, HIGH SPRINGS, GAINESVILLE AND STARKE AND CHANGE IN SCHEDULE BETWEEN OCALA AND JACKSONVILLE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

2. Pursuant to provisions of amended rule 17 of the Rules and Regulations governing auto transportation companies, Florida Motor Lines Corporation filed with this Commission on January 21, 1941, proposed changes in schedule between Tallahassee and Jacksonville and between Ocala and Jacksonville.

2. No protests to the granting of such changes in schedule has been filed with this Commission.

3. The Commission has considered the proposed changes in schedule and is of opinion that they should be approved.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the proposed schedule of Florida Motor Lines Corporation between Jacksonville and Tallahassee, serving Perry, Mayo, Branford, Ft. White, High Springs, Gainesville and Starke and proposed change in schedule between Ocala and Jacksonville, copies of which schedules are hereto attached and made a part of this order BE and the same are hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session in its office in the City of Tallahassee this sixth day of February, 1941.

ORDER NO. 1391,

DOCKET NO. 794.

IN RE: APPLICATION OF ROBERT ROY ASHMORE, JR. D/B/A ASHMORE COACH LINE OF GRACEVILLE, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER TRANSPORTING PASSENGERS, BAGGAGE, NEWSPAPERS, AND LIGHT EXPRESS BETWEEN GRACEVILLE, FLORIDA, AND EBRO, FLORIDA, VIA ESTO, BONIFAY AND VERNON, USING STATE ROADS NO. 165 AND NO. 39.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 762, dated January 20, 1941, this matter came on for formal hearing before the Railroad Commission at its hearing room in the Supreme Court Building on Thursday, February 6, 1941.

R. W. Ashmore appeared for the applicant.
Louie W. Weaver appeared for Eugene M. Weaver.

The applicant seeks a Certificate of Public Convenience and Necessity in common carriage authorizing the transportation of passengers, their baggage, newspapers and light express between Graceville, Florida and Ebro, Florida via Bonifay and Vernon. He proposes to operate two (2) daily round trips, leaving Graceville at 8:45 A. M., arriving Ebro at 10:30 A. M. and returning, leaving Ebro 10:40 A. M. and arriving Graceville 12:25 P. M. and also leaving Graceville at 2:50 P. M., arriving Ebro 4:35 P. M. and returning leaving Ebro at 4:45 P. M., arriving at Graceville 6:30 P. M. A large number of witnesses along the route testified as to the convenience of such service to this territory and also as to the fitness and qualifications of the applicant to successfully operate this service. No other transportation service is available in this territory except that of Mr. Eugene M. Weaver who holds a certificate between Vernon and Ebro and between Vernon and Chipley, Florida via Bonifay and representatives of Mr. Weaver appeared before the Commission and stated that he had agreed to abandon that part of his operation from Bonifay, Florida to Vernon, Florida and joined in the request that this certificate be granted to Mr. Ashmore.

3. The Commission has carefully considered the evidence in this case and finds that public convenience and necessity requires the granting of this application and upon full compliance by the applicant of the laws and the rules and regulations of this Commission, a Certificate of Public Convenience and Necessity will be awarded him.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that this application of Robert Roy Ashmore, Jr., d/b/a Ashmore Coach Line of Graceville, Florida for a Certificate of Public Convenience and Necessity as a Common Carrier, transporting passengers, baggage, newspapers and light express between Graceville, Florida and Ebro, Florida via Bonifay and Vernon, using State Road No. 165 from Graceville to Junction of Florida State Road No. 39 and State Road No. 165, thence over Florida State Road No. 39 to Ebro, Florida BE and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session in its offices in the City of Tallahassee this sixth day of February 1941.

ORDER NO. 1392,

DOCKET NO. 669.

IN RE: APPLICATION OF LESTER SUMMERSILL AND V. L. SUMMERSILL d/b/a SUWANNEE & GULF STAGES OF MAYO, FLORIDA, FOR EXTENSION OF CERTIFICATE NUMBER 229 TO AUTHORIZE THE TRANSPORTATION OF PASSENGERS AND LIGHT EXPRESS BETWEEN LIVE OAK, FLORIDA, TO JASPER, FLORIDA, OVER STATE ROAD NO. 50.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 762, dated January 20, 1941, this matter came on for formal hearing before the Railroad Commission in its hearing room in the Supreme Court Building at Tallahassee, Florida, on Thursday, February 6, 1941.

Mr. Lester Summersill appeared for the applicant.
No one appeared in opposition.

2. By Order Number 1185, dated July 19, 1939, the applicant was granted a certificate to operate between Live Oak and Dead Mans Bay, using State Highway No. 69. On account of the condition of the Highway, the applicant has not operated over his entire route. He now seeks an amendment to his present certificate, which is No. 229, authorizing an extension of his operation between Live Oak and Jasper, Florida. The applicant was of the opinion that this extension would be beneficial to his operation and a number of witnesses testifed as to the public convenience and necessity for such operation in this territory. No other transportation company serves this territory although there is a bus line operating between Jasper and Lake City and points South but this company offered no opposition to the granting of the present application.

3. The Commission is of opinion that public convenience and necessity require the granting of this application.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Lester Summersill and V. L. Summersill d/b/a Suwannee and Gulf Stages of Mayo, Florida, for an extension of their Certificate Number 229, authorizing service between Live Oak and Jasper, Florida, over State Road No. 50 BE and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session in its office in the City of Tallahassee, Florida, this the sixth day of February, 1941.

ORDER NO. 1393,

DOCKET NO. 100-138.

IN RE: APPLICATION OF ST. ANDREWS BAY TRANSPORTATION COMPANY, DOTHAN, ALABAMA, FOR AN EXTENSION OF ITS CERTIFICATES TO AUTHORIZE THE TRANSPORTATION OF PASSENGERS, BAGGAGE, MAIL, NEWSPAPERS, LIGHT EXPRESS AND FREIGHT BETWEEN A POINT NEAR PORT WASHINGTON WHERE ROADS NOS. 115 AND 152 CONNECT AND A POINT AT OR NEAR FREE PORT WHERE HIGHWAY NO. 152 AND HIGHWAY NO. 10 CONNECT, USING SAID HIGHWAY NO. 152.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice Number 762, dated January 20, 1941, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its hearing room in the Supreme Court Building in Tallahassee, Florida, on Thursday, February 6, 1941.

H. H. Simms, Vice-President, Dothan, Alabama, appeared for the applicant, St. Andrews Bay Transportation Company.

Thomas D. Beasley of DeFuniak Springs, Florida, appeared for A. D. Cosson, protestant.

2. The applicant is now authorized under its Certificate Number 138 to transport passengers and freight between Panama City and Pensacola, Florida, and is using both Highway No. 115 and Highway No. 10 and No. 53. In using Highway No. 10 it leaves Highway No. 115 at Wye, crosses the bridge at West Bay, serves Ebro, Free Port, Nashville and Valpariso and Fort Walton. The evidence shows that at the present time the bridge and cause-way at West Bay is in bad condition and is not suitable for the passage over it of heavy busses and trucks, and in order to serve Free Port, Nashville and Valpariso which are located on Road No. 10, the applicant desires to use Road No. 152 which connects roads No. 115 and road No. 10 at points near Port Washington on Road No. 115 and Free Port on Road No. 10.

3. A. D. Cosson holds a Certificate of Public Convenience and Necessity from this Commission as a common carrier of passengers from Florala, Alabama, to DeFuniak Springs, Florida, and thence to Free Port and thence to Grayton Beach and objected to this application on the ground that the applicant in using Highway No. 152 between Free Port and Port Washington would serve some of the most profitable territory of his operation and he feared that persons deciding to go to Grayton Beach from Free Port would use the busses of the applicant rather than those of the protestant. It appeared from the evidence, however, that Mr. Cosson, although having a right to use this highway had never

used the same because of the fact that while the Ferry was in operation over Choctawhatchee Bay, the Road Department would not permit his busses to use the Ferry and since the bridge had been completed, his bus had burned and he had secured a suspension of operations from this Commission until he could secure another bus. The evidence further showed that Grayton Beach was more than a mile from the point where Road No. 152 intersects Road No. 115 and those persons using the buses of the applicant would have to walk this distance in order to reach the beach. For these reasons the Commission is of opinion that the operation of the applicant, St. Andrews Bay Transportation Company, over this Highway No. 152 would not in any way interfere with the operations of the protestant Cosson.

3. The Commission has considered the evidence in this case and is of opinion that public convenience and necessity require the granting of the application.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of St. Andrews Bay Transportation Company of Dothan, Alabama, for an extension of its Certificate rights authorizing the transportation of passengers, their baggage, mail, newspapers, express and of general commodities in freight transportation from the junction of State Highway No. 115 and No. 152 at or near Port Washington thence over State Highway No. 152 to the junction of Highway No. 152 and No. 10 at or near Free Port and return BE and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this the seventh day of February, 1941.

ORDER NO. 1394,

DOCKET NO. 564.

IN RE: IN THE MATTER OF THE INVESTIGATION AND CLASSICATION OF OPERATION OF LEROY BOWDEN, PERRY, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 762, dated January 20, 1941, this matter came on for formal hearing before the Railroad Commission at its hearing room in the Supreme Court Building in Tallahassee, Florida, on Thursday, February 6, 1941.

T. J. Swanson, Perry, Florida, appeared for the applicant.

W. M. McGill, Perry, Florida, Traffic Manager, entered his appearance for the L. O. P. and G. Railroad.

2. Mr. L. M. Bowden holds a Permit from this Commission which authorizes the transportation of building material, live-stock, machinery

and the operation of a general drayage business throughout the State. It appears from the evidence that when the applicant filed his application for a Permit, he desired to include therein the transportation of household goods but was informed that this would require a separate application as it was classified as a limited common carrier operation and could not be covered in a permit. However, the applicant did engage in the transportation of household goods, office fixtures and supplies and transported a load of such commodities from Cross City to Perry and he was informed by an inspector of this Commission that this was in violation of his certificate rights. This hearing has been held to determine just what the rights of Mr. Bowden are under his Permit and in what kind of transportation he has been engaged. The evidence indicates that his present source of revenue from his transportation operations is derived from the transportation of an occasional load of household goods and also the transportation of sponges from Dead Mans Bay to Tarpon Springs and a general drayage business within Perry and throughout Taylor County. The evidence further shows that there is no one in Perry authorized to transport household goods and that on occasions there arises a necessity for moving some of the workers at the saw mills, located in Taylor County to other parts of the State. The Commission is further of opinion that it would be a hardship to require Mr. Bowden to file a separate application and pay the fee necessary to secure a limited common carrier certificate to transport household goods and the Commission therefore treats this hearing as an application for such certificate and is of the opinion, from the evidence, that a certificate as a limited common carrier, authorizing the transportation of household goods and of sponges should be issued to the applicant and that he should further be authorized under his permit to transport heavy machinery from Perry to points in Florida and also to perform a general drayage service within the County of Taylor.

Wherefore, it is CONSIDERED, ORDERED and ADJUDGED that upon full compliance with the law and the rules and regulations of this Commission that a Certificate of Public Convenience and Necessity as a Limited Common Carrier, authorizing the transportation of uncrated household goods, including uncrated office or store furniture or fixtures and merchandise comprising the stock of goods of the store, the furniture and fixtures of which are to be moved, and the transportation of sponges from Dead Mans Bay to Tarpon Springs and other points in the State of Florida and heavy machinery and also the right to perform a general drayage business within Taylor County, Florida, BE and the same is AWARDED to L. M. Bowden of Perry, Florida.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this seventh day of February, 1941.

ORDER NO. 1395,

DOCKET NO. 788.

IN RE: APPLICATION OF MRS. J. D. ALDERMAN OF JACKSONVILLE, FLORIDA, FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER OF FREIGHT BETWEEN JACKSONVILLE AND GAINESVILLE VIA ORANGE PARK, MIDDLEBURG, CAMP BLANDING, STARKE, RAIFORD AND LAKE BUTLER.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This application came on for formal hearing before the Railroad Commission of the State of Florida pursuant to Notice No. 659 at the Seminole Hotel, Jacksonville, Florida, on February 20, 1941. The following appeared:

Claude Ogilvie, Atlantic Bank Building Annex, Jacksonville, Florida, for applicant.

For Protestants:

W. J. Oven of Tallahassee, for Receivers of Seaboard Air Line Railway; McCarthy Crenshaw, Barnett National Bank Building, Jacksonville, for Flamingo Truck Lines, Inc.; Julian Fant, Florida Theatre Building, Jacksonville, for Burns Brothers Truck Line; Francis C. Conroy, Dyal-Upchurch Building, Jacksonville, Florida, for Acme Freight Lines, Inc.; W. T. Weaks of Wilmington, N. C., for Atlantic Coast Line Railroad Company; J. R. Hunter of Tallahassee, Florida, for Railway Express Agency.

2. The applicant, Mrs. J. D. Alderman, seeks a Certificate of Public Convenience and Necessity as a common carrier of freight to operate between Jacksonville and Gainesville through Orange Park, Middleburg, Starke, Raiford, Lake Butler and La Crosse. It is proposed to operate one round trip daily over this route with an alternate route northbound through Waldo to Starke when traffic does not justify operating around through Lake Butler and Raiford. Applicant produced many witnesses in the area proposed to be served between Starke and Gainesville, including the towns of Raiford, Lake Butler, Worthington Springs and La-Crosse. None of these towns at present receive common carrier truck service. It appears that there is considerable increase in business of all kinds in this area due to the construction of Camp Blanding east of Starke. The principal business which the applicant would have to secure in order to maintain its business over this route would be that between Camp Blanding and Jacksonville and between Gainesville and Jacksonville. These points are already adequately served by existing common carrier rail and truck lines. It does not appear that the traffic

to and from the area north of Gainesville and west of Starke proposed to be served could sustain the operation. The Commission, therefore, finds that the area proposed to be served is already adequately covered by existing transportation facilities; that to grant the application would impose additional and unnecessary transportation facilities in the territory involved and be detrimental to existing common carriers; that public convenience and necessity do not require the granting of the application.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State Florida that the application of Mrs. J. D. Alderman for Certificate of Public Convenience and Necessity as a common carrier of freight between Jacksonville and Gainesville via the route described herein be and the same is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 7th day of February, 1941.

ORDER NO. 1396,

DOCKET NO. 363.

IN RE: APPLICATION OF GREAT SOUTHERN TRUCKING COMPANY FOR ADDITIONAL SCHEDULE BETWEEN JACKSONVILLE AND MIAMI, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. The Great Southern Trucking Company of Jacksonville, Florida, applied for approval of a new schedule between Jacksonville and Miami, and the matter was set for formal hearing after objections thereto had been filed by Tamiami Trail Tours, Inc. The matter was heard in Jacksonville on January 23, 1941, pursuant to Notice No. 659, as amended, and the following appeared:

A. Y. Milam, Greenleaf Building, Jacksonville, Florida, for applicant.

A. Pickens, Coles, Tampa Theatre Building, Tampa, Florida, for protestant, Tamiami Trail Tours, Inc.

2. The applicant at present operates one round trip schedule daily between Jacksonville and Miami, leaving Jacksonville at 6:00 P. M. and thus arriving in Miami at 6:00 A. M.—leaving Miami at 6:00 P. M. arriving in Jacksonville at 6:00 A. M. Applicant operates an additional northbound schedule handling interstate freight only, leaving Miami at 8:00 A. M. and arriving in Jacksonville at 7:00 P. M. The southbound portion of the proposed new schedule would leave Jacksonville at 9:00

P. M. and arrive in Miami at 9:00 A. M. This would not give applicant a new service but would merely authorize as a new schedule what is now being operated as a later section of the present schedule.

3. The northbound portion of the proposed new schedule would give applicant a new service in the lower east coast area and enable it to give daylight delivery service out of Miami and West Palm Beach. Tamiami Trail Tours, Inc., objects to the granting of this northbound schedule because it would compete with three schedules which it operates during the day from Miami to West Palm Beach. The Commission finds in the interest of maintaining the proper relationship between the carriers involved that the proposed northbound schedule should be operated with closed doors between Miami and West Palm Beach, insofar as traffic in the area between and including Miami and West Palm Beach is concerned. The applicant will be permitted to pick up traffic at Miami and West Palm Beach and intermediate points that is destined only for points north of West Palm Beach. The Commission finds the proposed schedule as so restricted to be reasonable.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Great Southern Trucking Company of Jacksonville, Florida, for approval of Time Table No. 1, Schedule No. 15, a copy of which is attached to and made a part of this order be and the same is hereby APPROVED with the provision that the schedule shall be operated northbound with closed doors as to traffic originating at and destined to Miami, West Palm Beach and intermediate points.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 7th day of February, 1941.

ORDER NO. 1397,

DOCKETS NOS. 100-13 AND 789.

IN RE: JOINT APPLICATION OF TAMIAMI TRAIL TOURS, INC., AND AIR BASE BUS LINES, INC., FOR TRANSFER OF OPERATING RIGHTS UNDER CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 28 BETWEEN TAMPA AND MacDILL FIELD AND TAMPA AND DREW FIELD.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This application came on for formal hearing before the Railroad Commission of the State of Florida pursuant to Notice No. 660 at the Seminole Hotel, Jacksonville, Florida, on January 23, 1941. The following appeared:

A. Pickens Coles, Tampa Theatre Building, Tampa, Florida, for joint applicants.

Sam Kassewitz of Jacksonville, Florida, for protestant, Tampa Transit Company.

2. This Commission by its Order No. 1250, dated January 18, 1940, granted Tamiami Trail Tours, Inc., an extension of its Certificate to include transportation of passengers and light express between Tampa and MacDill Field, the Army Air Base near Tampa, and by Order No. 1333, dated August 16, 1940, granted it similar authority to operate to Drew Field west of Tampa. This application seeks approval of the sale and transfer of these operating rights to Air Base Bue Lines, Inc., a corporation formed for the purpose of operating such certificate rights. It appears that the transferee is able to perform the service required and that the transfer is in the public interest.

3. It appeared at the hearing that the applicant has been required by municipal authority on account of construction work on the roads, to use different routes than those prescribed in Orders Nos. 1250 and 1333 and approval is sought for the transferee to operate over certain alternative routes. This will be granted and the final determination of the exact routes to be followed will be left to further consideration by the Commission.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the sale and transfer of that portion of Certificate of Public Convenience and Necessity No. 28 of Tamiami Trail Tours, Inc., covering its operating rights as a common carrier of passengers and light express between Tampa and MacDill Field, and between Tampa and Drew Field to Air Base Bus Lines, Inc., be and the same is hereby APPROVED.

It is further ORDERED that Air Base Bus Lines, Inc., shall operate between Tampa and MacDill Field over the following route until further order of the Commission:

> From Union Bus Station West on Twiggs to Tampa, North on Tampa to Cass, West on Cass to Howard, South on Howard to Memorial Highway, West on Memorial Highway to Lisbon, thence South on Lisbon and Hills Avenue, the entrance to MacDill Field, and return over the same routes.

It is further ORDERED that Air Base Bus Lines, Inc., may operate over the following alternative route between Tampa and Drew Field in addition to the route set forth in Order No. 1333, dated August 16, 1940, until the further order of the Commission.

> From Columbus Drive North on Armenia Avenue to Tampa Bay Boulevard, thence West on Tampa Bay Boulevard to the entrance of Drew Field and return over the same routes.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 7th day of February, 1941.

ORDER NO. 1398,

DOCKET NO. 789.

IN RE: APPLICATION OF AIR BASE BUS LINES, INC., OF TAMPA, FLORIDA, FOR EXTENSION OF ITS OPERATING RIGHTS TO INCLUDE THE TRANSPORTATION OF PASSENGERS AND LIGHT EXPRESS BETWEEN TAMPA AND TEMPLE TERRACE, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This application came on for formal hearing before the Railroad Commission of the State of Florida pursuant to Notice No. 762, in Tallahassee, Florida, on February 6, 1941. The following appeared:

9. Pickens Coles, Tampa Theatre Building, Tampa, Florida, appeared for applicant.

2. The applicant has a Certificate from this Commission authorizing transportation of passengers and light express between Tampa, Florida, and MacDill Field, south of Tampa, and between Tampa, Florida, and Drew Field, west of Tampa, and seeks by this application to extend its authority so as to serve the community known as Temple Terrace several miles north of Tampa. The evidence shows that this community is without regular transportation service into Tampa and that public convenience and necessity require the granting of the application.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Air Base Bus Lines, Inc., to extend its certificate rights to include the transportation of passengers and light express between Tampa and Temple Terrace, Florida, over State Highways Nos. 5, 313 and County Roads, be and the same is hereby GRANTED.

It is further ORDERED that the applicant shall immediately file its Time Schedules and rates for such service and shall operate over the following route:

From the Union Bus Terminal in Tampa North over State Highway No. 5 (Nebraska Avenue) to Temple Terrace Highway (a County road), thence East from Temple Terrace Highway to Temple Terrace and return over the same route; with alternate route from the Union Bus Terminal in Tampa North on State Highway No. 313 (Florida Avenue) to Waters Avenue; thence

east on Waters Avenue to junction with State Highway No. 5; thence on State Highway No. 5 to Temple Terrace via above route and return.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 7th day of February, 1941.

ORDER NO. 1399,

DOCKETS NOS. 100-121 AND 100-127.

IN RE: APPLICATION OF FLORIDA MOTOR LINES CORPORATION, JACKSONVILLE, FLORIDA, FOR EXTENSION OF ITS CERTIFICATE NO. 8 TO TRANSPORT PASSENGERS, BAGGAGE AND EXPRESS OVER ROAD 67 AND ROAD 26 AND 26-A, FROM CHILDS CROSSING TO MIAMI VIA MOORE HAVEN, CLEWISTON AND SOUTH BAY AND THENCE TO MIAMI EITHER VIA FORT LAUDERDALE OR VIA HIALEAH TO MIAMI, FLORIDA.

IN RE: APPLICATION OF MARY M. KETTNER, DOING BUSINESS AS GLADES "K" MOTOR LINES, WEST PALM BEACH, FLORIDA, FOR EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 108 TO OPERATE OVER ROAD 26 BETWEEN FORT LAUDERDALE, FLORIDA, AND MIAMI AND SOUTH BAY, IN THE TRANSPORTATION OF PASSENGERS AND LIGHT EXPRESS.

1. These applications came on for formal hearing before the Railroad Commission of the State of Florida pursuant to Notice No. 654 in Miami, Florida, on September 30, 1940. By motion made at the hearing, and agreed to by the carriers involved, these two applications were heard jointly and a consolidated record made since they each covered substantially the same routes.

The following appeared:

A. Y. Milam, Greenleaf Building, Jacksonville, Florida, for applicant, Florida Motor Lines Corporation.

Senator John R. Beacham, West Palm Beach for applicant, Florida Motor Lines Corporation.

Dewey Knight, Ingraham Building, Miami, Florida, for applicant Mary M. Kettner, doing business as Glades "K" Motor Lines.

Thos. E. Grady, Miami, Florida.

2. The main purpose of these applications is to secure operating rights over a new highway being constructed through the Everglades designated as State Road 26, connecting South Bay at the Southern end of Lake Okeechobee with Miami and Fort Lauderdale. This highway is expected to be open for traffic between Fort Lauderdale and South Bay early in 1941, but it will be sometime before the portion going directly into Miami is finished.

3. Glades "K" Motor Lines operates between West Palm Beach and Fort Myers sreving Canal Point, Pahokee, Belle Glade, South Bay, Clewiston and Moore Haven. These towns on Lake Okeechobee will be hereinafter referred to as the Lake Region. Glades "K" seeks to extend its operation from South Bay over Road 26 to 20-Mile Bend west of Fort Lauderdale, thence over Road 26-A to Fort Lauderdale, thence south over State Road 4 into Miami but with closed doors between Miami and Fort Lauderdale which are served by Florida Motor Lines.

4. Florida Motor Lines operates between Miami and West Palm Beach and points north along the East Coast and operates a cross-state service from West Palm Beach to Canal Point and Okeechobee City via Roads 25 and 194, thence west over Road 8 to Childs Crossing, thence north through what is known as the Ridge Section serving Sebring, Avon Park, Lake Wales, Haines City, thence west through Lakeland to Tampa and St. Petersburg. The main object of Florida Motor Lines is to improve this cross-state service by operating around the south side of Lake Okeechobee using Roads 26 and 26-A from Miami and Fort Lauderdale to South Bay, thence west through Clewiston over Road 25, thence north through Moore Haven over Road 67 to Childs Crossing from where the existing route would be followed northward. This proposed route will be approximately thirty (30) miles shorter and save about one hour in time on this cross-state service as between Miami and the Ridge Section.

5. Both applicants produced many witnesses to show the need for bus service over the new Road 26, and in addition Florida Motor Lines presented evidence to show the advantages of improving its cross-state service. The evidence is convincing that public convenience and necessity will require bus service over Road 26 into Miami or Fort Lauderdale upon the completion of that highway, and the Commission so finds. The evidence is not so convincing that there is any great need for the improved cross-state service offered by Florida Motor Lines. The relatively small saving in distance and time will result in improved service to that extent but this will be true only of the one schedule daily that Florida Motor Lines proposes to operate over the new route; one schedule daily would still be operated through Palm Beach and around the north side of the lake. Also little need was shown for additional service between the Lake Region and the Ridge Section as there is little

trade between these areas. Direct rail service exists between Clewiston and the Ridge Section, and there is bus service via interchange at Canal Point between Florida Motor Lines and Glades "K", this being the shortest route to the Ridge Section from the most populous part of the Lake Region, the area around Canal Point, Pahokee and Belle Glade. The bulk of the traffic moving into and out of the Lake Region section will be that between the Region and the Miami-Fort Lauderdale areas and consideration of that traffic must govern the determination of these applications.

6. The law requires this Commission in granting Certificates of Public Convenience and Necessity to consider the effect upon other carriers serving the territory involved. The Commission does not believe that both applicants should compete over Road 26; public convenience and necessity requires only one carrier in this area. Since the law provides for the protection of existing franchises as far as the same may be done without depriving the public of services reasonably necessary, the rather difficult problem of determining which of these two able and willing carriers should be granted the certificate resolves itself into deciding first into whose territory the new service more properly falls, and second, probable damage and loss of business that would result from the granting of either and the denying of the other application. A study of the routes and operating rights discloses that Glades "K" Motor Lines has been the only bus carrier serving the Lake Region for many years. Florida Motor Lines operates through Canal Point but this service has always been to accommodate the cross-state traffic and not to serve the Lake Region. The record shows that both by limitation placed thereon by the Commission and by agreement between the two carriers Florida Motor Lines handles no traffic between Canal Point and West Palm Beach without giving Glades "K" the revenue therefrom. Glades "K" depends for its existence entirely upon traffic into and out of the Glades section and the Commission finds that any additional service into and out of the area should be furnished by it. It would serve no useful purpose to attempt to analyze all the evidence going to the relative damage to each carrier should its application be granted and the other's denied. The evidence is not very complete in this respect and it will be sufficient to say that the Commission finds that the preservation of proper transportation facilities in the area involved requires that the services of the small carrier serving the Lake Region be preserved without any impairment. That Glades "K" will be injured by permitting Florida Motor Lines to operate directly through its only exclusive territory is clearly shown by the record. The application of Glades "K" to operate into Fort Lauderdale and Miami over Road 26 will be granted and that of Florida Motor Lines denied.

7. Since there is need for some service connecting the Lake Region and the Ridge Section via Road 67 and this is also more properly within

the territory of Glades "K" Motor Lines, that carrier, in accordance with its proffer to furnish such service if the Commission found need therefor, will be required to extend its service from Moore Haven to Childs Crossing, there to make such connection with Florida Motor Lines as the two carriers may agree is proper. If the carriers cannot agree on this interchange, that problem together with any other that might arise in connection with the institution of this new service will be subject to the further order of the Commission. Glades "K" Motor Lines will be expected to file immediately such new schedules and rates as it proposes to use in its entire operations as extended by this order.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Florida Motor Lines Corporation for extension of its Certificate of Public Convenience and Necessity to include operations over State Roads 67 and 25 between Childs Crossing and South Bay and over Roads 26 and 26-A between South Bay and Fort Lauderdale and Miami, be and the same is hereby DENIED.

It is further ORDERED that the application of Mary M. Kettner, doing business as Glades "K" Motor Lines, for extension of her Certificate of Public Convenience and Necessity No. 108 to operate over State Road 26 between South Bay and Fort Lauderdale and between Miami and Fort Lauderdale over State Road 4, be and the same is heerby GRANTED; Provided that the operation shall be with closed doors as to all traffic moving between and including Miami and Fort Lauderdale.

It is further ORDERED that Mary M. Kettner, doing business as Glades "K" Motor Lines, is hereby required and authorized to extend her motor bus transportation service from Moore Haven over Road 67 to Childs Crossing and return.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 7th day of February, 1941.

MATTHEWS, COMMISSIONER, CONCURRING IN PART:

I am in full accord with that portion of the within order which grants to Mary M. Kettner, doing business as Glades "K" Motor Lines, authority to operate into the Miami area and thus enable her to more adequately serve the Lake Region. However, both Florida Motor Lines and Glades "K" Motor Lines have been operating in this territory—the Florida Motor Lines operating on the North side of the Lake and Glades "K" Motor Lines on the South side. In addition, Florida Motor Lines serves what is known as the Ridge Section and the granting of its application would enable it to furnish a more adequate and efficient

through service into Miami for this section, and the evidence is convincing to me that it should be permitted to furnish this through service.

I am of opinion, therefore, that both applications should have been granted under such limitations and agreements as now exist between Florida Motor Lines and Glades "K" Motor Lines. If this were done the revenues of Glades "K" Motor Lines would be adequately protected and the important Ridge Section of the State would be furnished a much needed through service which this Commission and the Courts have held to be desirable.

ORDER NO. 1400,

DOCKETS NOS. 785 AND 796.

IN RE: ASSIGNMENT TO ORANGE LINES, INC., OF OPERATING RIGHTS UNDER CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY OF CAMP AND KEYSTONE LINES SERVING JACKSOVILLE, CAMP BLANDING, STARKE AND GREEN COVE SPRINGS, FLORIDA

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This Commission by Order No. 1372, dated October 5, 1940, approved operating agreement between S. Bryan Jennings and William J. Porter, doing business as Camp and Keystone Lines, who are holders of a Certificate of Public Convenience and Necessity to operate in common carriage of passengers between Camp Blanding and Jacksonville, Camp Blanding and Starke, Camp Blanding and Green Cove Springs, and Nieuport B. Estes and Lottie M. Estes, his wife, whereby the latter were to have the exclusive management and control of the operation of the certificate rights of Jennings and Porter for a period of five years.

2. This matter comes before the Commission for consideration on the petition of Lottie M. Estes and Nieuport B. Estes, her husband, and Naniscah Tucker Fletcher and John Z. Fletcher, her husband, and Orange Lines, Inc., for approval of the assignment of these operating rights to Orange Lines, Inc., which is a Florida corporation formed for the purpose of operating these certificate rights. It appears that the Estes have assigned to the Fletchers half of their interest in the operating rights secured from Jennings and Porter and that both the Estes and Fletchers have assigned these operating rights to Orange Lines, Inc. Copies of all of these agreements are attached to the petition. S. Bryan Jennings and William J. Porter have filed with the Commission in writing their approval of these assignments and operating contracts and joined in the petition for the Commission's approval of the same.

3. The Commission finds that Orange Lines, Inc., will be able to furnish the service needed under this Certificate and that the contracts and agreements referred to should be approved. The effect of this order, and the intention of the Commission, is to approve the operation of this Certificate of Public Convenience and Necessity in the name of the Orange Lines, Inc., and under the agreements herein approved, the certificate rights remaining in S. Bryan Jennings and William J. Porter.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the petition of Lottie M. Estes and Nieuport B. Estes, her husband, and Naniscah Tucker Fletcher and John Z. Fletcher, her husband, and Orange Lines, Inc., for approval of assignment of operating rights and operating contract. be and the same is hereby GRANTED, and approval is hereby given for the operation by Orange Lines, Inc., of the certificate rights of S. Bryan Jennings and William J. Porter.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 18th day of February, 1941.

ORDER NO. 1401,

DOCKET NO. 100-121.

IN RE: APPLICATION OF FLORIDA MOTOR LINES CORPORATION OF JACKSONVILLE, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 8, TO COVER MOTOR BUS COMMON CARRIAGE OF PASSENGERS, BAGGAGE AND LIGHT EXPRESS BETWEEN HOMOSASSA AND DELAND VIA CRYSTAL RIVER, LECANTO, INVERNESS, WILDWOOD, LEESBURG, MT. DORA, EUSTIS, UMATILLA AND ALTOONA, AND BETWEEN INVERNESS AND LAKELAND VIA FLORAL CITY, BUSHNELL, CENTER HILL, WEBSTER, LACOOCHEE, TRILBY, DADE CITY AND ZEPHYRHILLS.

—Also—

APPLICATION FOR APPROVAL OF OPERATING AGREEMENT BETWEEN FLORIDA MOTOR LINES CORPORATION AND FLORIDA STAGES, INC.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 762 dated January 20, 1941, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Thursday, February 6, 1941.

A. Y. Milam appeared for applicant.

A. Pickens Coles also entered his appearance for Tamiami Trail Tours, Inc.

2. The applicant is now serving this territory as it operates through Inverness in North and South carriage over State Road No. 5, and also operates over State Road No. 23 via Ocala, Wildwood, Bushnell and Dade City, and over State Road No. 2 via Leesburg, Eustis and Tavares; over State Road No. 3 via DeLand and State Road No. 4 via Daytona Beach as well as over State Road No. 17 via Lakeland and Plant City. Many of the residents of such points as Crystal River, Inverness and Wildwood have indicated a desire for a more direct way of getting to Lakeland, DeLand and intervening towns. Some of these communities are at present without any common carrier service by motor, and this application is filed for the purpose of providing these communities on the West Coast of Florida better transportation service to Lakeland and DeLand, and also to provide transportation to these communities now without such service.

3. The desire of the citizens, residents in the afore-mentioned communities for this service has culminated in the organization of a Florida corporation known as Florida Stages, Inc., which has agreed to take over and operate this proposed service. This interline agreement provides that if the operating rights applied for by the Florida Motor Lines Corporation are granted by this Commission that the applicant will acquire the necessary equipment and deliver it to Florida Stages, Inc., and the latter company will reimburse Florida Motor Lines Corporation for its investment in this equipment by a cash payment and an agreement to pay the balance on the basis of one cent per mile for the operation. Florida Stages, Inc., further agrees to operate at least one round trip daily over the routes proposed and to assume all of the expenses of the operation including mileage tax and cost of insurance as required by the State. While Florida Stages, Inc., has agreed with the Florida Motor Lines Corporation to assume these expenses the Florida Motor Lines Corporation, as the owner of this certificate, will assume the responsibility of seeing that the mileage taxes are properly paid and that insurance on equipment is maintained as required by law. The interline agreement further provides that the gross revenues from this operation accrue to Florida Stages, Inc. The interline agreement and contract runs for a period of ten years from the date thereof. A copy of this interline agreement was filed in evidence.

4. The Commission has carefully considered the evidence in this case and is of opinion that public convenience and necessity requires the service proposed and that the application should be granted. It is further of opinion that the interline agreement between Florida Motor Lines Corporation and Florida Stages, Inc., should be approved.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity No. 8, now owned and held by Florida Motor Lines Corporation, be and it is hereby extended to cover motor bus common carriage of passengers, baggage and light express over the following routes:

No. 1. Homosassa to Crystal River over State Road No. 15, Crystal River to Lecanto and Inverness over State Road No. 22, Inverness to Wildwood and Leesburg over State Road No. 36, Leesburg to Mt. Dora over State Road No. 2, Mt. Dora to Eustis over State Road No. 2, Eustis to Umatilla and Altoona over State Road No. 55. and Altoona to Paisley, Crows Bluff and Deland over State Road No. 100; and

No. 2. Inverness to Floral City over State Road No. 5, Floral City to Bushnell, Center Hill and Webster over State Roads Nos. 22 and 2, Webster to Tarrytown, Lacoochee and Trilby over State Roads 2 and 210, Trilby to Dade City and Zephyrhills over State Road No. 23, and Zephyrhills to Lakeland over County Road and State Road No. 34.

It is further ORDERED that the leasehold agreement and interline contract between Florida Motor Lines Corporation and Florida Stages, Inc., a copy of which was filed in this proceeding as applicant's Exhibit No. 1, be and the same is hereby APPROVED, and Florida Stages, Inc., is hereby authorized to operate regular schedules over routes described in this order when it has filed such schedules and further complied with the law and the rules of this Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 6th day of February, 1941.

ORDER NO. 1402,

DOCKET NO. 736.

IN RE: APPLICATION OF MIAMI-KEY WEST SIGHTSEEING COMPANY OF MIAMI BEACH, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE A SIGHTSEEING PASSENGER SERVICE BETWEEN MIAMI, MIAMI BEACH AND KEY WEST, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This application came on for formal hearing before the Railroad Commission of the State of Florida in the Dade County Court House,

Miami, Florida, on February 24, 1941, pursuant to Notice No. 764. The following appeared:

Roland R. Sweet of Miami for applicant.

A. Y. Milam of Jacksonville, Florida, for protestant Florida Motor Lines Corporation.

2. It developed at the hearing that the applicant did not have attached to its application any financial statement as required by the rules of this Commission and was not able to produce such statement at the hearing. Upon motion of the protestant, Florida Motor Lines Corporation, to dismiss the application on account of this defect, and it appearing to the Commission that such motion is well taken:

It is thereupon CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Miami-Key West Sightseeing Company of Miami Beach, Florida, for a Certificate of Public Convenience and Necessity to operate a sightseeing service carrying passengers between Miami, Miami Beach and Key West, be and the same is hereby DISMISSED without prejudice.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 24th day of February, 1941.

ORDER NO. 1403,

DOCKETS NOS. 330 AND 752.

IN RE: APPLICATION FOR APPROVAL OF TRANSFER OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 168 FROM MARSHALL TRANSFER COMPANY OF FORT LAUDERDALE, FLORIDA, TO JESSIE CHESHIRE SCHMITT AND ORVILLE L. CHESHIRE, DOING BUSINESS AS CHESHIRE TRUCK LINE OF FORT LAUDERDALE, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This application came on for formal hearing before the Railroad Commission of the State of Florida in the Dade County Court House, Miami, Florida, on February 24, 1941, pursuant to Notice No. 764.

The following appeared:

Roland R. Sweet for the joint applicants.

2. Approval is sought by this application for the transfer of Certificate and operating rights as a common carrier of freight of Henry A. Marshall, doing business as Marshall Transfer Company of Fort

Lauderdale to the partnership of Jessie Cheshire Schmitt and Orville L. Cheshire, doing business as Cheshire Truck Line. It appears that the transferees have been employed for sometime by the Marshall Transfer Company and have been in active management of the business and are well able to carry on the same. The Commission finds that this transfer will be in the public interest and should be APPROVED. The transferees are taking over all the assets and assuming all the liabilities of the Marshall Transfer Company. Financial reports will be required of both parties as of January 1, 1941—Marshall Transfer Company by filing its Annual Report for the year 1940 and Cheshire Truck Line by showing its Balance Sheet as of January 1, 1941, with the assets and liabilities taken over by it. Cheshire Truck Line will be required to file insurance and qualify the vehicles in its name.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the sale and transfer of all of the assets and operating rights of Henry A. Marshall, doing business as Marshall Transfer Company of Fort Lauderdale, Florida, under Certificate of Public Convenience and Necessity No. 168, to Jessie Cheshire Schmitt and Orville L. Cheshire, doing business as Cheshire Truck Line, be and the same is hereby APPROVED subject to the requirements and provisions of this order.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 24th day of February, 1941.

ORDER NO. 1404, (Amending Order No. 1391),

DOCKET NO. 794.

IN RE: APPLICATION OF ROBERT ROY ASHMORE, JR., DOING BUSINESS AS ASHMORE COACH LINE OF GRACEVILLE, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER TRANSPORTING PASSENGERS, BAGGAGE, NEWSPAPERS AND LIGHT EXPRESS BETWEEN GRACEVILLE, FLORIDA, AND EBRO, FLORIDA, VIA ESTO, BONIFAY AND VERNON, USING STATE ROADS NO. 165 AND NO. 39.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This matter coming on further for consideration before the Commission, and it appearing that by Order No. 1391 authority was granted to the applicant, Robert Roy Ashmore, Jr., doing business as Ashmore Coach Line of Graceville, Florida, to operate as a common carrier of passengers between Graceville, Florida, and Ebro, Florida,

via Bonifay and Vernon, and it further appearing that applicant desired to operate into Esto, Florida, and from Esto to Alabama-Florida State line, and the Commission is of opinion that Order No. 1391 should be amended so as to show this authority

It is, therefore, ORDERED that Order No. 1391, dated February 6, 1941, be amended to read as follows:

> "Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Robert Roy Ashmore, Jr., doing business as ASHMORE COACH LINE of Graceville, Florida, for Certificate of Public Convenience and Necessity as a common carrier transporting passengers, baggage, newspapers and light express from Graceville, Florida, over State Road 165 to the junction of said Road and State Road No. 39, and thence North through Esto to Florida-Alabama State line, and thence South through Esto over State Road No. 39 to Ebro via Bonifay and Vernon and return, be and the same is hereby GRANTED."

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 28th day of February, 1941.

CITATION

ORDER NO. 1405,

DOCKET NO. 100-106.

IN RE: CITATION AGAINST SUDDATH MOVING AND STORAGE COMPANY FOR VIOLATION OF TARIFF AND OF RULE GOVERNING THE MAXIMUM HOURS OF DRIVERS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

WHEREAS, it has been reported to this Commission that Suddath Moving & Storage Company of Jacksonville, Florida, has violated the law and the rules and regulations of this Commission in the particulars hereinafter set forth:

Therefore you, Suddath Moving & Storage Company, TAKE NOTICE that the Railroad Commission of the State of Florida charges you as follows:

> (1) A violation of the law and of Rule No. 51 of the Rules and Regulations of this Commission Governing Auto Transportation Companies as amended by Order No. 1007, dated April 30, 1937, in that you permitted Eugene Wannamaker, a driver of one of your

trucks, to work continuously for approximately twenty-five hours on or about February 7th and 8th, 1941 in transporting household goods between Miami and Jacksonville, Florida.

(2) A violation of Sections 8 and 20 of Chapter 14.764, Laws of Florida, Acts of 1931 and of Rule 19 of this Commission in that you did on or about February 7th and 8th, 1941, transport from Miami to Jacksonville a load of household goods at a rate less than that prescribed by this Commission in Household Goods Tariff No. 1, which rate was computed on the basis of a smaller number of cubic feet than the number actually transported.

And further TAKE NOTICE that on Tuesday, MARCH 18, 1941, at 10 o'clock A. M. the Railroad Commission of the State of Florida will be in session at its Hearing Room, SUPREME COURT BUILDING, Tallahassee, Florida, to hear, consider and determine whether or not you are guilty of the charges aforesaid, and if found guilty to then and there consider what penalty shall be imposed against you under the law.

And at said time and place you will have an opportunity to be fully heard on said charges.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 27th day of February, 1941.

CITATION

ORDER NO. 1406,

DOCKET NO. 200.

IN RE: COMPLAINT AGAINST H. C. PLOOF TRANSFER COMPANY OF SOUTH JACKSONVILLE, FLORIDA, FOR TRANSPORTING PROPERTY IN VIOLATION OF ITS PERMIT.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

WHEREAS, it has been reported to this Commission that H. C. Ploof Transfer Company of South Jacksonville, Florida, has violated the law and the rules and regulations of this Commission in the particulars hereinafter set forth:

Therefore you, H. C. Ploof Transfer Company, TAKE NOTICE that the Railroad Commission of the State of Florida charges you as follows:

(1) A violation of the terms and conditions of your Permit No. 138 in that on or about January 30, 1941, you transported a load of garage equipment from Jacksonville to Starke, Florida,

without any authority from this Commission to transport such property between such points.

(2) A violation of the law and of Rule 33 of the Rules and Regulations of this Commission governing Auto Transportation Companies in that you on or about January 30, 1941, operated a Dodge Tractor and Semi-trailer between Jacksonville and Starke, Florida, without any Railroad Commission number plates attached to said vehicles.

And further TAKE NOTICE that on Tuesday, March 18, 1941, at 10 o'clock A. M. the Railroad Commission of the State of Florida will be in session at its Hearing Room, SUPREME COURT BUILDING, Tallahassee, Florida, to hear, consider and determine whether or not you are guilty of the charges aforesaid, and if found guilty to then and there consider what penalty shall be imposed against you under the law.

And at said time and place you will have an opportunity to be fully heard on said charges.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 28th day of February, 1941.

CITATION

ORDER NO. 1407,

DOCKET NO. 206.

IN RE: COMPLAINT AGAINST J. F. GATLIN OF JACKSONVILLE, FLORIDA, FOR VIOLATION OF THE TERMS AND CONDITIONS OF HIS PERMIT.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

WHEREAS, it has been reported to this Commission that J. F. Gatlin of Jacksonville, Florida, has violated the law and the rules and regulations of this Commission in the particulars hereinafter set forth:

Therefore you, J. F. Gatlin, TAKE NOTICE that the Railroad Commission of the State of Florida charges you as follows:

(1) A violation of the terms and conditions of your Permit No. 141 in that on or about February 5, 1941, you transported for compensation a Storage Tank for the Texas Oil Company from Clermont, Florida, to Palatka, Florida, without any authority from this Commission to haul such property between such points.

And further TAKE NOTICE that on Tuesday, MARCH 18. 1941, at 10 o'clock A. M. the Railroad Commission of the State of Florida will be in session at its HEARING ROOM, SUPREME COURT BUILDING, Tallahassee, Florida, to hear, consider and determine whether or not you are guilty of the charges aforesaid, and if found guilty to then and there consider what penalty shall be imposed against you under the law.

And at said time and place you will have an opportunity to be fully heard on said charges.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 28th day of February, 1941.

CITATION

ORDER NO. 1408,

DOCKET NO. 521.

IN RE: COMPLAINT AGAINST TOM H. BLOWERS OF JACKSONVILLE, FLORIDA, FOR VIOLATION OF THE TERMS AND CONDITIONS OF HIS PERMIT.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

WHEREAS, it has been reported to this Commission that Tom H. Blowers of Jacksonville, Florida, has violated the law and the rules and regulations of this Commission in the particulars hereinafter set forth:

Therefore you, Tom H. Blowers, TAKE NOTICE that the Railroad Commission of the State of Florida charges you as follows:

(1) A violation of the terms and conditions of your Permit No. 421, in that on or about January 21, 1941, you transported for compensation from Jacksonville, Florida, to Starke, Florida, a shipment of fish for Southern Fishery Company, and a shipment of hams for Armour & Company, without any authority from this Commission to transport such property between such points.

And further TAKE NOTICE that on Tuesday, MARCH 18. 1941, at 2:30 P. M. the Railroad Commission of the State of Florida will be in session at its HEARING ROOM, SUPREME COURT BUILDING, Tallahassee, Florida, to hear, consider and determine whether or not you are guilty of the charges aforesaid, and if found guilty to then and there consider what penalty shall be imposed against you under the law.

And at said time and place you will have an opportunity to be fully heard on said charges.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 28th day of February, 1941.

CITATION

ORDER NO. 1409,

DOCKET NO. 100-43.

IN RE: COMPLAINT AGAINST KENNELLY TRANSFER & STORAGE COMPANY OF JACKSONVILLE, FLORIDA, FOR OPERATING WITHOUT RAILROAD COMMISSION NUMBER PLATES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

WHEREAS, it has been reported to this Commission that Kennelly Transfer & Storage Company of Jacksonville, Florida, has violated the law and the rules and regulations of this Commission in the particulars set forth herein.

Therefore you, Kennelly Transfer & Storage Company, TAKE NOTICE that the Railroad Commission of the State of Florida charges you as follows:

(1) A violation of the law and Rule 33 of the Rules and Regulations of this Commission governing auto transportation companies in that on or about January 9, 1941, you operated an International Tractor and Semi-trailer from Tampa, Florida, to Jacksonville, Florida, with a load of dredging pipe without any Railroad Commission number plates on either piece of equipment.

And further TAKE NOTICE that on Tuesday, MARCH 18, 1941, at 2:30 P. M. the Railroad Commission of the State of Florida will be in session at its HEARING ROOM, SUPREME COURT BUILDING, Tallahassee, Florida, to hear, consider and determine whether or not you are guilty of the charges aforesaid, and if found guilty to then and there consider what penalty shall be imposed against you under the law.

And at said time and place you will have an opportunity to be fully heard on said charges.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 28th day of February, 1941.

CITATION

ORDER NO. 1410,

DOCKET NO. 607.

IN RE: COMPLAINT AGAINST SULLIVAN, LONG AND HAGERTY OF BESSEMER, ALABAMA, FOR OPERATING WITHOUT NUMBER PLATES AND WITHOUT THE NAME AND NUMBER OF THE CERTIFICATE ON ITS VEHICLES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

WHEREAS, it has been reported to this Commission that Sullivan, Long & Hagerty of Bessemer, Alabama, has violated the law and the rules and regulations of this Commission in the particulars hereinafter set forth:

Therefore you, Sullivan, Long & Hagerty, TAKE NOTICE that the Railroad Commission of the State of Florida charges you as follows:

(1) A violation of the law and of Rules 31 and 33 of the Rules and Regulations of this Commission governing Auto Transportation Companies in that you did on or about February 20, 1941, operate a Diamond-T Tractor and Fruehauf Semi-Trailer from Birmingham, Alabama, to Starke, Florida, without any Railroad Commission number plates on said equipment and without your name, address and Certificate of Registration number shown on said vehicles.

And further TAKE NOTICE that on Tuesday, MARCH 18, 1941, at 2:30 P. M. the Railroad Commission of the State of Florida will be in session at its HEARING ROOM, SUPREME COURT BUILDING, Tallahassee, Florida, to hear, consider and determine whether or not you are guilty of the charges aforesaid, and if found guilty to then and there consider what penalty shall be imposed against you under the law.

And at said time and place you will have an opportunity to be fully heard on said charges.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 28th day of February, 1941.

CITATION

ORDER NO. 1411.

DOCKET NO. 440.

IN RE: COMPLAINT AGAINST HOWARD HALL COMPANY, INC., OF BIRMINGHAM, ALABAMA, FOR VIOLATION OF RULE GOVERNING THE USE OF RAILROAD COMMISSION NUMBER PLATES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

WHEREAS, it has been reported to this Commission that Howard Hall Company, Inc., of Birmingham, Alabama, has violated the law and the rules and regulations of this Commission in the particulars hereinafter set forth:

Therefore you, Howard Hall Company, Inc., TAKE NOTICE that the Railroad Commission of the State of Florida charges you as follows:

That on or about February 28, 1941, you operated from Birmingham, Alabama, to Jacksonville, Florida, a Ford V-8 Tractor and Great Dane Semi-Trailer and violated the law and rules and regulations of this Commission governing auto transportation companies in the following particulars, to-wit:

(1) A violation of Rule 26 in that this equipment was leased by you without approval therefor by this Commission.

(2) A violation of Rule 27 in that Commission number plates on said tractor and semi-trailer had been transferred from another vehicle.

(3) A violation of Rule 31 in that your name, address and Certificate of Registration was not attached to said vehicle.

(4) A violation of Rule 32 (6) (a) in that a projecting load was carried without a red cloth flag attached thereto.

And further TAKE NOTICE that on Tuesday, MARCH 18, 1941, at 2:30 P. M. the Railroad Commission of the State of Florida will be in session at its HEARING ROOM, SUPREME COURT BUILDING, Tallahassee, Florida, to hear, consider and determine whether or not you are guilty of the charges aforesaid, and if found guilty to then and there consider what penalty shall be imposed against you under the law.

And at said time and place you will have an opportunity to be fully heard on said charges.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 28th day of February, 1941.

ORDER NO. 1412.

DOCKETS NOS. 100-138 AND 794.

IN RE: TEMPORARY AUTHORITY OF ROBERT ROY ASHMORE, JR., DOING BUSINESS AS ASHMORE COACH LINE OF GRACEVILLE, FLORIDA, TO OPERATE OVER A PORTION OF STATE HIGHWAY NO. 10 IN LIEU OF OPERATION BY ST. ANDREWS BAY TRANSPORTATION COMPANY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This matter came on for consideration before the Railroad Commission upon a showing by the St. Andrews Bay Transportation Company that it is not able to operate its busses at the present time over that portion of State Highway No. 10 between Freeport and the junction of Highway No. 10 with Highway No. 115, and including the towns of West Bay and Ebro. An agreement has been filed between the St. Andrews Bay Company and Robert Roy Ashmore, Jr., doing business as Ashmore Coach Line, of Graceville, Florida, wherein it is agreed that the latter may operate over this portion of Road No. 10 until it is convenient for the St. Andrews Bay Company to resume operations over the route.

2. The Commission finds this lease agreement to be in the public interest and that the same should be approved.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the lease agreement dated February 13, 1941, between St. Andrews Bay Transportation Company and Robert Roy Ashmore, Jr., doing business as Ashmore Coach Line, be and the same is hereby APPROVED, and authority is granted to Ashmore Coach Line to operate over the portion of State Highway No. 10, described above, in accordance with the terms of said lease until the further order of this Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 28th day of February, 1941.

ORDER NO. 1413.

DOCKET NO. 757.

IN RE: APPLICATION OF FLAMINGO TRUCK LINES, INC., OF JACKSONVILLE, FLORIDA, FOR EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO INCLUDE TRANSPORTATION IN INTERSTATE COMMERCE BETWEEN TALLAHASSEE, TAMPA, LIVE OAK AND MARIANNA, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This matter came on for consideration before the Railroad Commission upon the application of Flamingo Truck Lines, Inc., of Jacksonville, Florida, for registration of its INTERSTATE operating rights over what is known as its Western Division. This includes territory between Tampa and Georgia-Florida State line through the towns of Brooksville, Ocala, Williston, Perry and Tallahassee, and between Tallahassee and Live Oak and Tallahassee and Marianna.

2. Operations were begun in this territory by applicant's predecessor, L. & L. Freight Lines, Inc., in 1935 shortly after the Federal Motor Carrier Act became effective, and this Commission since 1936 has been restrained by the courts of this State from attempting to prohibit these interstate operations. It now appears that on February 7, 1941, the Interstate Commerce Commission issued its order granting authority to applicant to operate as a common carrier in interstate commerce over these routes.

3. This Commission, pursuant to its established policy with reference to exclusive interstate operations, will extend applicant's Certificate to permit the conduct over Florida highways of the operations in INTERSTATE commerce approved by the Federal authority.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Flamingo Truck Lines, Inc., of Jacksonville, Florida, for registration of its INTERSTATE authority over its Western Division be and the same is hereby APPROVED, and Certificate of Public Convenience and Necessity No. 228 of Flamingo Truck Lines, Inc., is hereby extended to include transportation as a common carrier of freight in INTERSTATE commerce only over the following routes:

(1) From the Georgia-Florida State line on U. S. Highway 319 to Tallahassee, thence over State Highway 500 through Perry to Ocala, thence over State Highway 16 to its junction with State Highway 5, and thence over State Highway 5 to Tampa and return over same route.

(2) Between Tallahassee and Live Oak over State Highway No. 1.

(3) Between Tallahassee and Marianna over State Highway No. 1.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 11th day of March, 1941.

CITATION

ORDER NO. 1414,

DOCKET NO. 605.

IN RE: CITATION AGAINST J. H. BUIE OF GAINESVILLE, FLORIDA, FOR FAILURE TO PAY MILEAGE TAXES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

This Commission by Order No. 1362, dated October 15, 1940, found the respondent, J. H. Buie of Gainesville, Florida, guilty of having failed to report and pay mileage taxes for the months of June, July and August, 1940, and assessed certain penalties among which was revocation of respondent's Certificate of Public Convenience and Necessity upon failure to report and pay such taxes by November 1, 1940.

It appearing that said Order No. 1362 not having been complied with:

It is, therefore CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity No. 219 held by J. H. Buie of Gainesville, Florida, be and the same is hereby REVOKED as of November 1, 1940.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 11th day of March, 1941.

CITATION

ORDER NO. 1415.

DOCKET NO. 100-53.

IN RE: CITATION AGAINST FIVE TRANSPORTATION COMPANY OF BRUNSWICK, GEORGIA, FOR FAILURE TO REPORT AND PAY CERTAIN MILEAGE TAXES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

This Commission by Order No. 1356, dated October 15, 1940. found the respondent, Five Transportation Company, guilty of having failed to pay its Mileage Taxes for the month of August, 1940, within the time prescribed by law and assessed penalties against the respondent including a fine of $25.00 and it appearing that said fine has been paid:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the payment of the said fine of $25.00 be and the same is hereby accepted as full satisfaction of the judgment rendered in Order No. 1356, and said Citation be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 7th day of March, 1941.

CITATION

ORDER NO. 1416,

DOCKET NO. 495.

IN RE: CITATION AGAINST C. W. JOHANSEN OF PENSACOLA, FLORIDA. FOR FAILURE TO PAY CERTAIN MILEAGE TAXES WITHIN THE TIME REQUIRED BY LAW.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

This Commission by Order No. 1364, dated October 15, 1940, found the respondent, C. W. Johansen of Pensacola, Florida, guilty of having failed to pay his mileage taxes for the months of July and August, 1940, within the time prescribed by law and assessed penalties against the respondent including a fine of $10.00. It now appearing that said fine has been paid:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the payment of the said fine of $10.00 be and the same is hereby accepted as full satisfaction

of the judgment rendered in Order No. 1364, and said Citation be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 7th day of March, 1941.

CITATION

ORDER NO. 1417.

DOCKET NO. 179.

IN RE: CITATION AGAINST L. C. CHASTAIN DOING BUSINESS AS CHASTAIN TRANSFER COMPANY OF THOMASVILLE, GEORGIA, FOR FAILURE TO PAY CERTAIN MILEAGE TAXES WITHIN THE TIME REQUIRED BY LAW.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

This Commission by Order No. 1363, dated October 15, 1940, found the respondent, L. C. Chastain, doing business as Chastain Transfer Company of Thomasville, Georgia, guilty of having failed to pay his mileage taxes for the month of August, 1940, within the time prescribed by law and assessed penalties against the respondent including a fine of $10.00, and it now appearing that said fine has been paid:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the payment of the said fine of $10.00 be and the same is hereby accepted as full satisfaction of the judgment rendered in Order No. 1363, and said citation be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 7th day of March, 1941.

ORDER NO. 1418.

DOCKET NO. 188.

IN RE: COMPLAINT AGAINST SUDDATH MOVING & STORAGE COMPANY OF TAMPA, FLORIDA, FOR VIOLATIONS OF THE TARIFF GOVERNING THE TRANSPORTATION OF HOUSEHOLD GOODS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

This Commission by Order No. 1376, dated November 13, 1940, found the respondent, Suddath, Moving & Storage Company of Tampa, Florida,

guilty of having violated certain provisions of the Commission's Household Goods Tariff No. 1, and assessed certain penalties against the respondent among which was the payment of a fine of $50.00. It now appearing that said fine has been paid:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the payment of said fine of $50.00 be and the same is hereby accepted as full satisfaction of all penalties assessed against the respondent by Order No. 1376, and the Citation be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 7th day of March, 1941.

ORDER NO. 1419,

DOCKET NO. 85.

IN RE: APLICATION OF K. & L. TRANSPORTATION COMPANY, INC., OF JACKSONVILLE, FLORIDA, FOR REGISTRATION OF ITS OPERATION IN INTERSTATE COMMERCE BETWEEN JACKSONVILLE AND THE GEORGIA-FLORIDA STATE LINE OVER STATE HIGHWAY NO. 4, AND FROM JACKSONVILLE TO GEORGIA-FLORIDA STATE LINE VIA LAKE CITY OVER STATE HIGHWAYS NOS. 1 AND 2.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This matter coming on for consideration before the Railroad Commission upon the application of K. & L. Transportation Company, Inc., of Jacksonville, Florida, for registration of its interstate operations between Jacksonville, Florida, and the Georgia-Florida State line over State Highway No. 4, and from Jacksonville to the Georgia-Florida State line via Lake City, Florida, over State Highways Nos. 1 and 2, and it appearing:

(a) That the applicant, K. & L. Transportation Company, Inc., operates in interstate commerce principally between Waycross, Jacksonville, Savannah, Thomasville, Albany, Hawkinsville and Atlanta, Georgia, and between Thomasville and Tallahassee, Florida, and that it has now purchased certain operating rights of A. E. and C. O. Fiveash, partners, doing business as Five Transportation Company, which said purchase has been approved by the Interstate Commerce Commission in No. MC-F-1197.

(b) That Five Transportation Company holds Certificate of Public Convenience and Necessity No. 15 from this Commission to operate in interstate commerce between Jacksonville and Georgia-Florida State line over State Road No. 4; and said Five Transportation Company also holds operating rights between Jacksonville, Florida, and Georgia-Florida State line via Lake City over State Highways Nos. 1 and 2 by purchase from William McKay Thomas, which said purchase was approved by the Interstate Commerce Commission in No. MC-F-392 (15 M. C. C. 4)

2. This Commission is of opinion that an order should be entered extending applicant's Certificate of Public Convenience and Necessity to permit the conduct of this operation in interstate commerce now approved by the Interstate Commerce Commission.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of K. & L. Transportation Company, Inc., for registration of its operations in interstate commerce between Jacksonville and the Georgia-Florida State line over State Highway No. 4, and also between Jacksonville and the Georgia-Florida State line via Lake City over State Highways Nos. 1 and 2, be and the same is hereby APPROVED, and its Certificate of Public Convenience and Necessity No. 178 be and it is hereby extended to include transportation as a common carrier of freight in interstate commerce over such routes.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 13th day of March, 1941.

ORDER NO. 1420,

DOCKETS NOS. 100-138 AND 794.

IN RE: LEASE AGREEMENT BETWEEN ROBERT ROY ASHMORE, JR., AND ST. ANDREWS BAY TRANSPORTATION COMPANY AS TO CERTIFICATE NO. 233 AUTHORIZING TRANSPORTATION OF PASSENGERS AND LIGHT EXPRESS BETWEEN GRACEVILLE, FLORIDA, AND EBRO, FLORIDA, VIA ESTO, BONIFAY AND VERNON, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This matter came on for consideration before the Railroad Commission upon a lease agreement executed by and between Robert Roy Ashmore, Jr., and St. Andrews Bay Transportation Company by which

Robert Roy Ashmore, Jr., has leased to the St. Andrews Bay Transportation Company his operating rights under Certificate No. 233, authorizing the operation in passenger service between Graceville, Florida, and Ebro via Esto, Bonifay and Vernon. It now appears that Robert Roy Ashmore, Jr., has been called for service under the Selective Service Act of the United States of America and is unable to carry out the operations authorized by said Certificate of Public Convenience and Necessity No. 233, and desires to lease said operations to St. Andrews Bay Transportation Company for a period of two years from the date of said lease, that is to say, from March 10th, 1941.

2. The Commission finds that this lease agreement is in the public interest and that the same should be approved.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the lease agreement dated March 10th, 1941, between Robert Roy Ashmore, Jr., doing business as Ashmore Coach Line, and St. Andrews Bay Transportation Company, be and the same is hereby APPROVED and authority is granted to the said St. Andrews Bay Transportation Company to operate certificate rights of the said Ashmore Coach Line, such rights being the transportation of passengers and light express between Graceville, Florida, and Ebro, Florida, via Esto, Bonifay and Vernon for a period of two years from the date of such lease.

It is further ORDERED that this order shall be and become effective as of March 12, 1941.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 13th day of March, 1941.

ORDER NO. 1421,

DOCKETS NOS. 317 AND 767.

IN RE: JOINT APPLICATION OF ACE TRANSFER COMPANY AND O. B. BAILEY, DOING BUSINESS AS BAILEY TRANSFER COMPANY OF SARASOTA, FLORIDA

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This matter came on for consideration before the Commission upon the joint application of Ace Transfer Company and O. B. Bailey, doing business as Bailey Transfer Company, both of Sarasota, Florida, for the transfer of Permit No. 245 from Ace Transfer Company to O. B. Bailey Transfer Company.

2. The Commission having carefully examined the joint application, and being of opinion that O. B. Bailey, doing business as Bailey Transfer Company, is a fit and proper person to operate this Permit, and that public convenience and Necessity will be served by the granting of the application:

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Ace Transfer Company and O. B. Bailey, doing business as O. B. Bailey Transfer Company of Sarasota, Florida, be and the same is hereby APPROVED, and all of the rights and privileges of Ace Transfer Company under Permit No. 245, be and the same are hereby transferred to O. B. Bailey, doing business as O. B. Bailey Transfer Company.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 13th day of March, 1941.

ORDER NO. 1422,

DOCKET NO. 850.

IN RE: APPLICATION OF ST. JOE BUS & TRUCK COMPANY, INC., OF JACKSONVILLE, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER OF FREIGHT BETWEEN PORT ST. JOE AND PANAMA CITY, FLORIDA, OVER STATE HIGHWAY NO. 10, VIA BEACON HILL AND SAN BLAS, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 765, dated March 3, 1941, and Supplementary Notice No. 770, dated March 7th, 1941, this matter came on for hearing before the Railroad Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Tuesday, March 18th, 1941, at 10 o'clock A. M.

E. Clay Lewis, Esq., appeared for applicant.

H. H. Simms, Esq., appeared for St. Andrews Bay Transportation Company.

W. T. Wolfe, Esq., appeared for Flamingo Truck Lines, Inc.

2. St. Joe Bus & Truck Company, Inc., is a corporation organized under the laws of the State of Florida, and qualified to do business in this State for the purpose of applying for a Certificate of Public Convenience and Necessity as a common carrier of freight between Port St. Joe and Panama City, Florida. This company has never before engaged in the bus and truck business nor has it any equipment at time time

but it is fully financed and capable of procuring such equipment as is necessary for this operation and has agreed that it will secure and maintain the proper equipment to carry on this operation in the event that a Certificate of Public Convenience and Necessity is issued to it.

3. Witnesses were produced who testified as to convenience and necessity for this operation and who agreed to use this truck line if it was established in transporting freight between Panama City and Port St. Joe, and intermediate points. Testimony was also adduced to show that the United States Government proposes to establish a reservation along this route and within five or six miles of Panama City. The testimony indicated that this reservation would consist of twenty-five to thirty thousand acres of land where airplane bombers would be trained, and that a large amount of freight consisting of materials and supplies to construct this reservation would be needed within the very near future. The Apalachicola Northern Railroad operates from River Junction, Florida, to Port St. Joe, Florida, and much of the materials used would probably be transported on such line of railroad and the St. Joe Bus & Truck Company would interchange freight with this line of road destined for this reservation.

4. The Atlanta & St. Andrews Bay Railway operates into Panama City, and the St. Andrews Bay Transportation Company operates a freight service into Panama City and opposed the granting of the application of St. Joe Bus & Truck Company unless its application, which is now on file to operate between Panama City and Beacon Hill, be also granted. Lee Coach Line operates over this highway but is engaged in passenger service and did not appear in opposition to the granting of this application.

5. The Commission has carefully considered the evidence in this proceeding and is of opinion that public convenience and necessity require the granting of the application.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of St. Joe Bus & Truck Company, Inc., for a Certificate of Public Convenience and Necessity authorizing it to engage in the common carriage of freight between Port St. Joe, Florida, and Panama City, Florida, serving all intermediate points over State Road No. 10, be and the same is hereby GRANTED when the said St. Joe Bus & Truck Company, Inc., shall have qualified with this Commission in accordance with its rules and regulations and the law governing the operation of auto transportation companies.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 18th day of March, 1941.

ORDER NO. 1423,

DOCKETS NOS. 100-121 AND 100-127.

IN RE: APPLICATION OF FLORIDA MOTOR LINES CORPORATION, JACKSONVILLE, FLORIDA, FOR EXTENSION OF ITS CERTIFICATE NO. 8, TO TRANSPORT PASSENGERS, BAGGAGE AND EXPRESS OVER ROAD 67 AND ROAD 26 AND 26-A, FROM CHILDS CROSSING TO MIAMI VIA MOORE HAVEN, CLEWISTON AND SOUTH BAY AND THENCE TO MIAMI EITHER VIA FORT LAUDERDALE OR VIA HIALEAH TO MIAMI, FLORIDA.

IN RE: APPLICATION OF MARY M. KETTNER, DOING BUSINESS AS GLADES "K" MOTOR LINES, WEST PALM BEACH, FLORIDA, FOR EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 108 TO OPERATE OVER ROAD 26 BETWEEN FORT LAUDERDALE, FLORIDA, AND MIAMI AND SOUTH BAY, IN THE TRANSPORTATION OF PASSENGERS AND LIGHT EXPRESS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. On February 7, 1941, by Order No. 1399 the Commission denied the application of Florida Motor Lines Corporation filed in this cause and granted the application of Mary Kettner, doing business as Glades "K" Motor Lines.

2. On March 18, 1941, Florida Motor Lines Corporation filed its petition for reconsideration and for Amended Order granting its application, and asked for oral argument on said petition.

3. This matter coming on before the Commission, and it having considered said petition, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that said petition for reconsideration and for amended order be and the same is hereby denied.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 25th day of March, 1941.

ORDER NO. 1424. Amending Order No. 1399,

DCKETS NOS. 100-121 AND 100-127.

IN RE: APPLICATION OF FLORIDA MOTOR LINES CORPORATION, JACKSONVILLE, FLORIDA, FOR EXTENSION OF ITS CERTIFICATE NO. 8, TO TRANSPORT PASSENGERS, BAGGAGE AND EXPRESS OVER ROAD 67 AND ROAD 26 AND 26-A, FROM CHILDS CROSSING TO MIAMI VIA MOORE HAVEN, CLEWISTON AND SOUTH BAY AND THENCE TO MIAMI EITHER VIA FORT LAUDERDALE OR VIA HIALEAH TO MIAMI, FLORIDA.

IN RE: APPLICATION OF MARY M. KETTNER, DOING BUSINESS AS GLADES "K" MOTOR LINES, WEST PALM BEACH, FLORIDA, FOR EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 108 TO OPERATE OVER ROAD 26 BETWEEN FORT LAUDERDALE, FLORIDA. AND MIAMI, FLORIDA AND SOUTH BAY, IN THE TRANSPORTATION OF PASSENGERS AND LIGHT EXPRESS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1399, Dated February 7, 1941, this Commission granted the application of Mary M. Kettner, doing business as Glades "K" Motor Lines, for an extension of her Certificate No. 108, and it now appearing that there is some doubt as to whether or not she has the right to operate directly into Miami over State Road 26, and in order to clear up this doubt and to clarify the order, the Commission is of opinion that that portion of Order No. 1399, referring to the application of Mrs. Kettner, should be amended to show this right.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that that portion of Order No. 1399 approving the application of Mary M. Kettner, doing business as Glades "K" Motor Lines. be and the same is amended to read as follows:

> "It is further ORDERED that the application of Mary M. Kettner, doing business as Glades "K" Motor Lines, for an extension of her Certificate of Public Convenience and Necessity No. 108 to operate over State Road 26 between South Bay and Miami via Hialeah, and to operate over State Road 26 between South Bay and Fort Lauderdale, and also between Miami and Fort Lauderdale over State Road No. 4, be and the same is hereby GRANTED, provided that the operation shall be with closed doors as to all traffic moving between and including Miami and Fort Lauderdale, Florida."

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 25th day of March, 1941.

ORDER NO. 1425,

DOCKET NO. 848.

IN RE: APPLICATION OF PANAMA CITY TRANSIT COMPANY, INC., FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER TRANSPORTING PASSENGERS BETWEEN PANAMA CITY, FLORIDA, AND THE MILITARY AIR BASE ADJACENT TO PANAMA CITY LOCATED ON U. S. HIGHWAY 98 EAST OF PANAMA CITY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 767 dated March 3, 1941, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on March 20, 1941 at 10 o'clock A. M.

Senator Philip D. Beall of Pensacola, Florida, represented the applicant.

B. A. Meginniss represented Lee's Coach Line, protestant.

H. H. Simms, represented St. Andrews Bay Transportation Company.

2. Panama City Transit Company, Inc., now operates a bus service within the city of Panama City under franchise from this city. It also operates into the town of Springfield, a town adjoining Panama City. From the evidence it appears that the United States Government is now preparing to purchase a large acreage of land across the bay upon which to construct an air base for the training of pilots. This reservation will be located on each side of United States Highway No. 98, State Road No. 10, and this road runs through the middle of the reservation for a considerable distance.

3. The applicant produced a number of witnesses from Panama City, Youngstown and Bay Harbor who testified that a bus service operating from Panama City into this Military Reservation was necessary, and would be a great convenience not only to those people residing at Parker and Bay Harbor and Panama City but also those desiring to go to and from the Military Reservation. The applicant has had a number of years experience operating busses and is financially able to purchase the required number of city busses necessary to properly operate this service.

4. Lee's Coach Line operates regular schedules between Port St. Joe and Panama City over U. S. Highway 98, and operates at the present time three round trips per day. A. W. Lee, owner of Lee's Coach Line, testified that he was at the present time serving this Military Reservation and was able, ready and willing to increase his service to take care of the travel between Panama City and this Militry Reservation if the Commission found that public convenience and necessity required such service.

5. The Commission has carefully considered the evidence in this case and is of opinion that public convenience and necessity require the granting of the application but that the Lee's Coach Line should also be given the right to apply to the Commission for such additional schedules as it should see fit to operate within this territory.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Panama City Transit Company, Inc., of Panama City, Florida, for a Certificate of Public Convenience and Necessity authorizing the transportation of passengers between Panama City, Florida, and the entrance to the Military Air Base adjacent to Panama City, and located on U. S. Highway 98, State Road 10, be and the same is hereby GRANTED, without prejudice to A. W. Lee, doing business as Lee's Coach Line, to apply to this Commission for such additional schedules as it finds necessary to serve this territory.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 25th day of March, 1941.

ORDER NO. 1426,

DOCKETS NOS. 100-127 AND 100-13.

IN RE: APPLICATION OF GLADES MOTOR LINES, INC., FOR APPROVAL OF LEASE FROM TAMIAMI TRAIL TOURS, INC., AND FROM GLADES "K" MOTOR LINES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This matter coming on for consideration upon the application of Glades Motor Lines, Inc., a corporation organized under the laws of the State of Florida and having its principal place of business in the City of West Palm Beach, for approval of lease from Tamiami Trail Tours, Inc., and from Glades "K" Motor Lines, and it appearing:

(a) That on January 28, 1941, Glades "K" Motor Lines leased to the Glades Motor Lines, Inc., all of the right, title,

interest and good will of Mary M. Kettner, doing business as Glades "K" Motor Lines, in and to Certificate of Public Convenience and Necessity No. 108, authorizing common carriage of passengers, baggage and light express between West Palm Beach and Clewiston, serving Canal Point, Pahokee, Belle Glade and South Bay over State Highways 25, 194 and 143, together with any extension of said Certificate that might be granted by the Railroad Commission of the State of Florida over State Highways Nos. 26 and 26-A between South Bay and Miami and South Bay and Fort Lauderdale, reserving, however, the right to operate between West Palm Beach and the air base adjacent thereto, a distance of approximately ten (10) miles. This lease was to become effective on May 1, 1941 and run for a period of ten years.

(b) That on March 10, 1941, Tamiami Trail Tours, Inc., entered into a lease agreement with Glades Motor Lines, Inc., by which it leased all of the right, title, interest and good will of Tamiami Trail Tours, Inc., in that portion of Certificate No. 28, authorizing the common carriage of passengers, baggage and light express between Lakeland, Florida, and Fort Myers, Florida, via Bartow, Wauchula, Arcadia and Punta Gorda, and also like operating rights between Fort Myers and West Palm Beach, Florida, via LaBelle, Moore Haven, Clewiston, South Bay and Belle Glade, and also like operating rights between Arcadia and Childs Crossing and between Arcadia and Carlstrom Field when such rights have been obtained from the Railroad Commission, reserving, however, unto itself the right to operate between Punta Gorda and Fort Myers.

(c) That on January 28, 1941, Tamiami Trail Tours, Inc., and Mary M. Kettner, doing business as Glades "K" Motor Lines, entered into an agreement to cancel that certain lease agreement dated September 30, 1939, which was to run for a period of three years, by which Tamiami Trail Tours, Inc., leased to Mary M. Kettner, doing business as Glades "K" Motor Lines, that certain common carrier motor highway operation between Fort Myers and West Palm Beach, and each party agreed to release the other from the obligations of said lease agreement, and the same should stand terminated and discharged as of 11:59 P. M. April 30, 1941.

(d) That by Order No. 1424, amending Order No. 1399, Mary M. Kettner, doing business as Glades "K" Motor Lines, was

authorized to extend her Certificate of Public Convenience and Necessity No. 108 to operate over State Road 26 between South Bay and Miami via Hialeah and to operate over State Road 26 between South Bay and Fort Lauderdale, and also between Miami and Fort Lauderdale over State Road 4, with the proviso that the operation between Miami and Fort Lauderdale should be with closed doors as to all traffic moving between and including Miami and Fort Lauderdale, Florida.

2. And it further appearing that Glades Motor Lines, Inc., has been duly organized under the laws of the State of Florida and is qualified to do business in Florida, and has presented its financial statement and stated that it is financially able to carry on the operation it has undertaken under the afore-mentioned leases, and the Commission having carefully considered this matter is of opinion that said leases should be approved.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the lease agreement made and entered into on January 28, 1941 by and between Mary M. Kettner, doing business as Glades "K" Motor Lines and Glades Motor Lines, Inc., and the lease agreement entered into on March 10, 1941 by and between Tamiami Trail Tours, Inc., and Glades Motor Lines, Inc., and the cancellation of lease agreement entered into on January 28, 1941 between Tamiami Trail Tours, Inc., and Mary M. Kettner, doing business as Glades "K" Motor Lines, be and the same are hereby APPROVED, and Glades Motor Lines, Inc., is authorized to operate as an auto transportation company transporting passengers, baggage and light express between Lakeland, Florida, and Fort Myers, Florida, via Bartow, Wauchula, Arcadia and Punta Gorda and between Arcadia and Childs Crossing and between Arcadia and Carlstrom Field, and also between Fort Myers and West Palm Beach via LaBelle, Moore Haven, Clewiston, South Bay and Belle Glade and between West Palm Beach and Clewiston via Canal Point, Pahokee, Belle Glade and South Bay, and between South Bay and Miami via Hialeah over State Road 26, and between South Bay and Fort Lauderdale over State Road 26, and between Miami and Fort Lauderdale over State Road 4, provided that the operation shall be with closed doors as to all traffic moving between and including Miami and Fort Lauderdale, when it shall have complied with the law and the rules and regulations of this Commission governing auto transportation companies.

It is further ORDERED that this order shall be and become effective as of May 1st, 1941.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 25th day of March, 1941.

ORDER NO. 1427.

DOCKET NO. 100-121.

IN RE: APPLICATION OF FLORIDA MOTOR LINES CORPORATION FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 8, TO COVER MOTOR BUS COMMON CARRIAGE BETWEEN JACKSONVILLE AND MAXVILLE OVER STATE ROAD 204, BETWEEN JACKSONVILLE AND GREEN COVE SPRINGS OVER STATE ROAD 47 AND SHANDS BRIDGE AND STATE ROAD 48, AND BETWEEN KISSIMMEE AND OKEECHOBEE OVER FEDERAL HIGHWAY 192, STATE ROAD 24, TO HOLOPAW VIA ST. CLOUD, AND OVER STATE ROAD 29 TO OKEECHOBEE VIA KENANSVILLE AND FORT DRUM.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 768 dated March 3, 1941, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Tallahassee, Florida, at 10 o'clock A. M. on March 25th, 1941.

A. Y. Milam appeared for applicant.
No one appeared in opposition.

2. As to the route between Jacksonville and Maxville, the evidence shows that the applicant now operates a large number of schedules out of Jacksonville over U. S. Highway No. 90, State Road No. 1, to Baldwin, and thence over State Road No. 13 to Maxville, and the distance involved in each operation via Baldwin is much greater than the distance between Jacksonville and Maxville over State Road No. 204, and in addition, operation over Road 204 would relieve congestion on U. S. Highway No. 90, State Road No. 1, to Baldwin.

As to the operation between Jacksonville and Green Cove Springs over State Road No. 47 to Shands Bridge and State Road No. 48, applicant produced a number of witnesses who testified as to public convenience and necessity for this route and to the fact that this route would give service along the east bank of the St. Johns River to a large population residing there which now have no common carriage whatever either by rail or motor bus.

As to the extension between Kissimmee and Okeechobee, the evidence shows that the applicant is now operating schedules between Ocala and Miami via Orlando and Indian River City, which schedules are often unduly delayed and subject to various road hazards and delays

by reason of the congested U. S. Highway No. 1, State Road 4, between Indian River City and the Palm Beaches, and by routing such schedules via Kissimmee, St. Cloud, Holopaw, Kenansville and Fort Drum to Okeechobee applicant will be enabled to avoid all of this road congestion and the road delays, and in addition will be enabled to serve in through service the thriving communities of Kenansville, St. Cloud, Holopaw, Fort Drum and Okeechobee and intermediate points without impairing its present service as it will continue to operate multiple schedules down the East Coast over State Road 4, U. S. Highway No. 1.

3. The communities of Kissimmee, St. Cloud and Okeechobee are vitally interested in this route as was evidenced by the large number of witnesses who appeared and testified to public convenience and necessity, and the resolutions offered which were adopted by the St. Cloud Chamber of Commerce and City Commission, and by the City Commission of the City of Kissimmee.

4. The Commission heard all of this evidence and decided that public convenience and necessity required the granting of the application and granted the same from the bench.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Florida Motor Lines Corporation for an extension of its Certificate of Public Convenience and Necessity No. 8, to cover motor bus common carriage between Jacksonville and Maxville over State Road No. 204, between Jacksonville and Green Cove Springs over State Road No. 47 to Shands Bridge and State Road No. 48, and between Kissimmee and Okeechobee over Federal Highway No. 192, State Road No. 24 to Holopaw, and over State Road No. 29 to Okeechobee via Kenansville and Fort Drum, be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 25th day of March, 1941.

ORDER NO. 1428,

DOCKET NOS. 100-121 AND 572.

IN RE: JOINT APPLICATION OF GATOR MOTOR LINES, INC., AND FLORIDA MOTOR LINES CORPORATION FOR APPROVAL OF TRANSFER OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 208 NOW HELD BY GATOR MOTOR LINES, INC., TO FLORIDA MOTOR LINES CORPORATION.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 768 dated March 3, 1941, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Tuesday, March 25, 1941 at 10 o'clock A. M.

A. Y. Milam appeared for applicants.
No one appeared in opposition.

2. The joint application shows that Gator Motor Lines, Inc., now holds and owns Certificate of Public Convenience and Necessity No. 208 covering common carriage of passengers, baggage, mail and express over various highways of the State of Florida. That at the present time it is unable to adequately finance the operations involved under its Certificate so as to develop the traffic to the fullest extent. That Gator Motor Lines has from time to time secured advances from Florida Motor Lines Corporation in order to assist it in its attempt to furnish adequate service and equipment and it now finds itself unable to meet these financial obligations.

3. Florida Motor Lines Corporation, in the interest of preserving motor bus operations over the route and lines now operated by Gator Motor Lines, has agreed with Gator Motor Lines to take over its Certificate rights upon the approval of the Railroad Commission, and thereafter to employ the Gator Motor Lines as its operating agent to conduct such operations over the lines and routes involved on the present schedules now being operated by Gator Motor Lines. The Florida Motor Lines Corporation has obligated itself to pay the Gator Motor Lines 10c per mile for each and every mile operated under this agreement, and to guarantee a minimum of 740 miles of operation per day including Sunday. That the parties hereto have entered into an operating contract and agreement, a copy of which is attached to the application, which contract and agreement guarantees Gator Motor Lines sufficient revenue to discharge its obligations and to make its payments on its equipment operated in such service. This contract and operating agreement is to run for a period of five (5) years from the date thereof.

4. Gator Motor Lines, Inc., agrees that it will file its reports covering its operations to the date of the transfer of Certificate with the Commission and will make its Mileage Tax Reports to that date, pay its mileage taxes and make all other and further reports and all other and further payments required by laws of the State of Florida and the rules and regulations of this Honorable Commission in respect to its operations to the date of such transfer.

5. Resolutions of the Boards of Directors of each of the applicants, copies of which were filed as exhibits in this proceeding, show that the transfer and the acceptance of the transfer of this Certificate were duly authorized.

6. The Commission has carefully considered the evidence in this case and the contract and agreement entered into by and between the parties hereto and find that public convenience and necessity require

the approval and transfer of Certificate and of the operating contract and agreement.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the transfer by Gator Motor Lines, Inc., to Florida Motor Lines Corporation of its operating rights as a motor bus common carrier of passengers, baggage, mail and express under Certificate of Public Convenience and Necessity No. 208, including specifically the operating rights and routes St. Augustine to Cedar Keys via Palatka, Hawthorne, Gainesville, Archer and Bronson, Palatka to Starke via Grandin and Keystone Heights, Starke to Lake City via Lake Butler. Starke to Gainesville via Keystone Heights, Melrose and Orange Heights, and Archer to Williston over State Road 5 and Williston to Bronson over State Road 500, together with all other operating rights of the said Gator Motor Lines, Inc., be and the same is hereby APPROVED.

It is further ORDERED that the operating contract and agreement attached to and made a part of the application by which Florida Motor Lines Corporation agrees to employ Gator Motor Lines, Inc., as its operating agent to conduct operations over the above mentioned routes, and to pay the Gator Motor Lines, Inc., 10c per mile for each and every mile operated under the terms and conditions of such agreement, be and the same is hereby APPROVED.

It is further ORDERED that before this order shall become effective Gator Motor Lines, Inc., shall file with this Commission its report covering its operations to this date, and pay all mileage taxes due to the State of Florida up to and including the date of the approval of this transfer.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 25th day of March, 1941.

CITATION

ORDER NO. 1429,

DOCKET NO. 700.

IN RE: CITATION AGAINST JACK COLE COMPANY, INC., OF BIRMINGHAM, ALABAMA, FOR OPERATING WITHOUT RAILROAD COMMISSION NUMBER PLATES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

WHEREAS it has been reported to this Commission that Jack Cole Company, Inc., has violated the law and the rules and regulations of this Commission in the particulars hereinafter set forth:

Therefore you, Jack Cole Company, Inc., TAKE NOTICE that the Railroad Commission of the State of Florida charges you as follows:

A violation of the law and the rules and regulations of this Commission in that you did on or about about March 14, 1941, operate a Ford Tractor and Fruehauf Semi-Trailer between Birmingham, Alabama, and Pensacola, Florida, under your authority from this Commission without having on said motor vehicle equipment any Railroad Commission Number Plates.

And further TAKE NOTICE that on Thursday, APRIL 24, 1941, at 2:30 P. M. the Railroad Commission of the State of Florida will be in session in its HEARING ROOM, SUPREME COURT BUILDING, Tallahassee, Florida, to hear, consider and determine whether or not you are guilty as charged, and if found guilty to consider what penalty shall be imposed against you under the law.

And at said time and place you will have an opportunity to be fully heard on said charges.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 25th day of March, 1941.

CITATION

ORDER NO. 1430,

DOCKET NO. 100-100.

IN RE: COMPLAINT AGAINST LEONARD BROTHERS TRANSFER & STORAGE COMPANY OF MIAMI, FLORIDA, FOR VIOLATING THE TERMS AND LIMITATIONS OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

WHEREAS it has been reported to this Commission that Leonard Brothers Transfer & Storage Company has violated the law and the rules and regulations of this Commission in the particulars hereinafter set forth:

Therefore you, Leonard Brothers Transfer and Storage Company, TAKE NOTICE that the Railroad Commission of the State of Florida charges you as follows:

(1) A violation of the terms, conditions and limitations of the authority which you hold from this Commission in that you did on or about March 13th and 14th, 1941, transport four truck loads of Bar Steel of various lengths from

Miami to Key West over State Highway No. 4, without any authority from this Commission to transport such truck between such points.

(2) A violation of the terms, conditions and limitations of the authority which you hold from this Commission in that you did on or about March 12th, 1941, transport by motor truck approximately thirty-one transformers for the Florida Power & Light Company from Miami to Sarasota, Florida, without any authority from this Commission to transport such commodity between such points.

And further TAKE NOTICE that on Thursday, APRIL 24, 1941, at 2:30 P. M. the Railroad Commission of the State of Florida will be in session at its Hearing Room, SUPREME COURT BUILDING, Tallahassee, Florida, to hear, consider and determine whether or not you are guilty as charged, and if found guilty to consider what penalty shall be imposed against you under the law.

And at said time and place you will have an opportunity to be fully heard on said charges.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 25th day of March, 1941.

CITATION

ORDER NO. 1431,

DOCKET NO. 200.

IN RE: COMPLAINT AGAINST H. C. PLOOF TRANSFER COMPANY OF SOUTH JACKSONVILLE, FLORIDA, FOR TRANSPORTING PROPERTY IN VIOLATION OF ITS PERMIT.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This Commission by Citation Order No. 1406, dated February 28, 1941, charged the respondent, H. C. Ploof Transfer Company of South Jacksonville, Florida, with violating the terms of its Permit in Certain particulars and, upon finding the respondent guilty as charged, assessed penalties which included revocation of respondent's Permit and a fine of $10.00. This fine having been paid and accepted as full satisfaction of all penalties assessed:

It is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that said Citation be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 25th day of March, 1941.

CITATION

ORDER NO. 1432,

DOCKET NO. 607.

IN RE: COMPLAINT AGAINST SULLIVAN, LONG & HAGERTY OF BESSEMER, ALABAMA, FOR OPERATING WITHOUT NUMBER PLATES AND WITHOUT THE NAME AND NUMBER OF ITS CERTIFICATE ON ITS VEHICLES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

This Commission by Citation Order No. 1410, dated the 28th day of February, 1941, charged the respondent, Sullivan, Long & Hagerty with violating the terms of its Certificate in certain particulars and, upon finding the respondent guilty as charged, assessed penalties which included revocation of respondent's Certificate and a fine of $25.00. This fine having been paid and accepted as full satisfaction of all penalties assessed:

It is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that said Citation be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 25th day of March, 1941.

CITATION

ORDER NO. 1433,

DOCKET NO. 521.

IN RE: COMPLAINT AGAINST THOMAS H. BLOWERS OF JACKSONVILLE, FLORIDA, for violation of the terms and conditions of his Permit.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This Commission issued its Citation Order No. 1408 on February 28, 1941, charging the respondent, Tom H. Blowers, with violating the terms and limitations of his Permit by hauling fish from Jacksonville to Starke, Florida, for the Southern Fishery Company, and hauling hams

between the same points for Armour & Company. Hearing on the Citation was held in Tallahassee, Florida, on March 18, 1941. The respondent appeared in person and admitted the transportation of the products as charged but denied any intention to violate the terms of his Permit.

2. The respondent stated that he thought fish were an exempt commodity but in this case the fish were hauled from a dedaler in Jacksonville to a government official at Camp Blanding, and under these circumstances fish are not exempt because they were not hauled between any of the points named in the first paragraph of Section 30 of Chapter 14,764, Acts of 1931. The respondent testified that he received no money for transporting the hams but did so only to accommodate on this occasion a good customer of his, Armour & Company. The respondent's authority from this Commission is limited to the transportation of packing house products to various C. C. C. Camps in the State. Respondent has no authority to transport for compensation the products named in the Citation and the Commission finds him guilty as charged.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Tom H. Blowers is guilty as charged and has incurred penalties which are hereby fixed as follows:

(a) REVOCATION OF PERMIT NO. 421.

(b) PAYMENT TO THE TREASURER OF THE STATE OF FLORIDA OF A FINE OF $25.00.

It is further ORDERED that this order shall take effect on April 15th, 1941, and that the payment of said fine will be accepted as full satisfaction of the judgment herein rendered, otherwise the revocation of said Permit shall stand and be enforced on said date.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 25th day of March, 1941.

CITATION

ORDER NO. 1434.

DOCKET NO. 100-43.

IN RE: COMPLAINT AGAINST KENNELLY TRANSFER & STORAGE COMPANY OF JACKSONVILLE, FLORIDA, FOR OPERATING WITHOUT RAILROAD COMMISSION NUMBER PLATES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

This Commission issued Citation Order No. 1409 on February 28, 1941, charging the respondent, Kennelly Transfer & Storage Company with operating a motor truck on January 9, 1941, in transporting property for compensation without any Railroad Commission number plates on such vehicles. Hearing was held on the Citation at Tallahassee, Florida, on March 18, 1941, and notice thereof was mailed to respondent by registered mail and the return receipt showing delivery of the notice to respondent was placed in evidence. The respondent made no appearance at the hearing. The evidence and testimony of the Commission's Inspector is conclusive that the respondent operated without Commission number plates as required by law and the rules of the Commission.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Kennelly Transfer & Storage Company is guilty as charged and has incurred penalties which are hereby fixed as follows:

(a) REVOCATION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 134.

(b) PAYMENT TO THE TREASURER OF THE STATE OF FLORIDA OF A FINE OF $50.00.

It is further ORDERED that this order shall take effect on April 15th, 1941, and that the payment of said fine will be accepted as full satisfaction of the judgment herein rendered, otherwise the revocation of said Certificate shall stand and be enforced on said date.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 25th day of March, 1941.

CITATION

ORDER NO. 1435,

DOCKET NO. 206.

IN RE: COMPLAINT AGAINST J. F. GATLIN OF JACKSONVILLE, FLORIDA, FOR VIOLATION OF THE TERMS AND CONDITIONS OF HIS PERMIT.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This Commission issued its Citation Order No. 1407 on February 28, 1941, charging the respondent, J. F. Gatlin, with transporting for compensation on January 21, 1941, a storage tank for The Texas Oil Company from Clermont, Florida, to Palatka, Florida, without any authority to make such haul. Hearing on this application was held in Tallahassee, Florida, on March 18, 1941, and the respondent appeared in person.

2. The respondent admitted the haul in question but apparently did not know that his Permit authority, as was brought out at the hearing, was limited to heavy hauling operations between Jacksonville and the surrounding territory. The Commission has considered the mitigating circumstances in assessing penalties for this violation.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that J. F. Gatlin is guilty as charged and has incurred penalties which are hereby fixed as follows:

(a) REVOCATION OF PERMIT NO. 141.
(b) PAYMENT TO THE TREASURER OF THE STATE OF FLORIDA OF A FINE OF $10.00.

It is further ORDERED that this order shall take effect on April 15, 1941, and that the payment of said fine will be accepted as full satisfaction of the judgment rendered, otherwise the revocation of said PERMIT shall stand and be enforced on said date.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 25th day of March, 1941.

ORDER NO. 1436.

DOCKET NO. 440.

IN RE: COMPLAINT AGAINST HOWARD HALL COMPANY, INC., OF BIRMINGHAM, ALABAMA, FOR VIOLATION OF THE RULES AND REGULATIONS OF THE RAILROAD COMMISSION.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This Commission issued its Citation Order No. 1411 on February 28, 1941, charging the respondent, Howard Hall Company, Inc., of Birmingham, Alabama, with having operated a truck on February 28, 1941, from Birmingham, Alabama, to Jacksonville, Florida, under a lease agreement that had not been approved by this Commission, with number plates thereon that had not been issued for said truck, without any name, address or Certificate of Registration number on said vehicle and without a red flag attached to a projecting load carried on said vehicle. Said Citation was heard on March 18, 1941, in Tallahassee, Florida, and copy of said Citation Order and notice of hearing was sent to the respondent by registered mail and the return receipt filed in evidence at the hearing showing delivery of this notice prior to the hearing. The respondent did not appear and was not represented at the hearing.

2. The evidence is conclusive that the facts as stated in the Citation Order are true and that the respondent violated the rules of this Commission in every particular as charged.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Howard Hall Company, Inc., is guilty as charged and has incurred penalties which are hereby fixed as follows:

(a) REVOCATION OF CERTIFICATE OF REGISTRATION NO. 18.

(b) PAYMENT TO THE TREASURER OF THE STATE OF FLORIDA OF A FINE OF $100.00.

It is further ORDERED that this order shall take effect on April 15th, 1941, and that the payment of said fine will be accepted as full satisfaction of the judgment herein rendered, otherwise the revocation of said Certificate shall stand and be enforced on said date.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 25th day of March, 1941.

ORDER NO. 1437,

DOCKET NO. 795.

IN RE: APPLICATION OF K. E. McCASKILL OF DEFUNIAK SPRINGS, FLORIDA, FOR LIMITED COMMON CARRIER CERTIFICATE TO HAUL BUILDING MATERIALS IN WEST FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This application came on for hearing before the Railroad Commission of the State of Florida in Tallahassee Florida, on March 19, 1941, pursuant to Notice No. 766. The following appeared:

Tom Beasley of DeFuniak Springs, Florida, for applicant.

H. H. Simms of Dothan, Alabama, for St. Andrews Bay Transportation Company.

G. P. Everton of Tallahassee, Florida, for Flamingo Truck Lines, Inc.

W. J. Oven, Jr., Tallahassee, Florida, for Receivers of Seaboard Air Line Railway Company.

2. Applicant is engaged in a general trucking business at DeFuniak Springs, Florida, and seeks authority as a limited common carrier to haul building materials throughout West Florida, and all commodities from Crestview and DeFuniak Springs to Eglin Field, which is near Valparaiso where the government is constructing a large air field. The principal purpose of the application is to enable the applicant to deliver the necessary building materials and other supplies necessary in the construction and maintenance of this new air field. The building materials will come from various points in West Florida and there are no rail facilities for their delivery. Valparaiso is served only by the common carrier facilities of the St. Andrews Bay Transportation Company, and the applicant's authority will be so limited that it cannot interfere to any appreciable extent with the operations of existing rail and motor carriers.

3. The Commission finds that public convenience and necessity require the services in this section of the State of a hauler specializing in building materials and that there is, and will be in the future, need for a carrier hauling general commodities from DeFuniak Springs and Crestview to Eglin Field.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that K. E. McCaskill of DeFuniak Springs, Florida, be and he is hereby GRANTED a Certificate of Public Convenience and Necessity as a Limited Common Carrier, and is hereby authorized to transport as follows:

(a) Slag, Lime, Lumber, Cement, Brick, Structural Steel, Gravel, Coal, Sand and Poles between all points in West Florida west of and including Marianna, Florida.

(b) Nails, Roofing, Wire Fencing, Doors, Windows, Pipe Iron Rods, Shingles and Sheet Iron Roofing between all points in West Florida West of and including Marianna, Florida, which are not served by any rail or motor common carrier.

(c) Commodities generally between DeFuniak Springs and Eglin Field and between Crestview and Eglin Field.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 25th day of March, 1941.

ORDER NO. 1438,

DOCKET NO. 100-13.

IN RE: APPLICATION OF TAMIAMI TRAIL TOURS, INC., FOR EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSTY TO INCLUDE THE TRANSPORTATION OF PASSENGERS, BAGGAGE AND LIGHT EXPRESS BETWEEN ARCADIA AND CARLSTROM FIELD, BETWEEN SARASOTA AND CHILDS CROSSING VIA BEE RIDGE AND ARCADIA, AND BETWEEN BRADENTON AND ARCADIA VIA STATE ROADS 161 AND 18.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This application came on for formal hearing before the Railroad Commission of the State of Florida in Tallahassee, Florida, on March 25th, 1941, pursuant to Notice No. 769. The following appeared:

A. Pickens Coles of Tampa, Florida, for applicant.

2. This application seeks extension of Certificate of Public Convenience and Necessity No. 28, so as to include operations over the following highways, all of which lie within the general territory already served by applicant:

(a) Over State Highway No. 2 between Arcadia and Carlstrom Field about 7½ miles Southeast of Arcadia.

(b) Between Sarasota and Childs Crossing serving Arcadia via State Highways 220 and 18 with an alternative route between Childs Crossing and Bradenton via Arcadia over State Highway 161 and 18.

3. The purpose of this application, in addition to providing a needed service to the new Carlstrom Field Aviation Training School, is to afford

East and West bus service through Arcadia, and to establish a new cross state service between the West Coast and the lower East Coast. Connection will be made at Childs Crossing with the service of Glades "K" Motor Lines, which by Order No. 1424, Amending Order No. 1399, was extended to Childs Crossing. The evidence conclusively shows public convenience and necessity for the granting of this application and the Commission so finds.

4. This Commission by Order No. 1426 of this date has approved the lease from Tamiami Trail Tours, Inc., to Glades Motor Lines, Inc., of that portion of the operating rights herein granted between Arcadia and Childs Crossing and between Arcadia and Carlstrom Field. The applicant, Tamiami Trail Tours, Inc., will continue to operate in its own name the new rights herein granted between Arcadia and Sarasota and the alternate route between Arcadia and Bradenton. Since the lease between Tamiami Trail Tours, Inc., and Glades Motor Lines, Inc., is not effective until May 1st, 1941, the operating rights herein granted will not become effective until that date, and on or before said date appropriate schedules and rates must be filed covering these operations.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity No. 28 of Tamiami Trail Tours, Inc., be and the same is hereby extended to include the transportation of passengers, baggage and light express between Arcadia and Carlstrom Field over State Highway No. 2, and between Sarasota and Childs Crossing via Arcadia over State Highways 220 and 18 with alternate route between Bradenton and Arcadia over State Highways 161 and 18.

The extension of this Certificate as herein authorized shall become effective on May 1, 1941.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 25th day of March, 1941.

ORDER NO. 1439,

DOCKET NO. 790.

IN RE: APPLICATION OF FRANK R. MAY, DOING BUSINESS AS MIAMI TRANSFER COMPANY, OF MIAMI, FLORIDA, FOR AUTHORITY TO RENDER DELIVERY SERVICE IN THE GREATER MIAMI AREA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This application came on for formal hearing before the Railroad Commission of the State of Florida in the Dade County Court House, Miami, Florida, on February 24, 1941. The following appeared:

Robert J. Boone of Miami, Florida, for applicant.

2. This application is for a Certificate of Public Convenience and Necessity as a common carrier to render what is described as a pick up and delivery service in and around Miami, Florida. The applicant is engaged in a local transfer business and desires this authority to enable him to haul commodities of all kinds between Miami, Miami Beach, Hialeah, Opa Locka, North Miami, North Miami Beach, Miami Springs, Coral Gables and the territory lying between and contiguous to the towns named. Many of these municipalities adjoin and this Commission would not have jurisdiction over most of this territory but the applicant seeks appropriate authority in order to insure his right to serve such portions of this territory as may be within the jurisdiction of this Commission.

3. Evidence was produced to show the need for delivery service in this area, and the Commission finds that public convenience and necessity require the granting of this application. However, we find that a PERMIT is the appropriate kind of authority to be granted as applicant's business as an auto transportation company is purely incidental to his local transfer business. Applicant's territory will be confined in accordance with his interstate application to the cities and towns named, the territory lying between such towns and within seven miles of their city limits.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Frank R. May, doing business as Miami Transfer Company, be granted a Permit authorizing him to operate as a For Hire carrier of commodities generally in the following territory.

> in and between the cities of Miami, Miami, Beach, Hialeah, Opa Locka, North Miami, North Miami Beach, Miami Springs, Coral Gables, and the territory within seven miles of the city limits of said towns.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 8th day of April, 1941.

CITATION

ORDER NO. 1440,

DOCKET NO. 100-43.

IN RE: COMPLAINT AGAINST KENNELLY TRANSFER & STORAGE COMPANY OF JACKSONVILLE, FLORIDA, FOR OPERATING WITHOUT RAILROAD COMMISSION NUMBER PLATES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1434, dated March 25, 1941, the Commission found respondent guilty as charged in the Citation and revoked its Certificate No. 134 and fined the company $50.00. It was alleged in that order that no one appeared for respondent.

2. It now appears that Leo P. Kitchen appeared before the Commission prior to the hearing and plead the respondent guilty as charged.

3. Representation has been made to the Commission that the fine of $50.00 was excessive for the offense charged, and the Commission has agreed to, and did reduce the fine from $50.00 to $25.00. It now appears that the fine of $25.00 has been paid and the Commission has accepted the same in full satisfaction of the judgment rendered in Order No. 1434.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the judgment contained in Order No. 1434 be and the same is fully satisfied and said Citation is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 11th day of March, 1941.

ORDER NO. 1441,

DOCKET NO. 229.

IN RE: APPLICATION OF C. B. FRANKLIN, DOING BUSINESS AS FORT MYERS TRANSIT SERVICE, FORT MYERS, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO TRANSPORT PASSENGERS AND LIGHT FREIGHT BETWEEN FORT MYERS AND FORT MYERS BEACH, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1320, dated July 29, 1940, a Certificate was awarded to C. B. Franklin, doing business as Fort Myers Transist Service of Fort Myers, Florida, to operate as a common carrier of passengers and light freight between Fort Myers and Fort Myers Beach via Punta Rassa. This operation was originally granted to Jerry Diffenderfer of Fort Myers, Florida, and was for a time operated by C. B. Franklin under lease from the owner of the Certificate. The original owner abandoned the certificate, and as heretofore set out, the certificate rights were granted to C. B. Franklin, doing business as Fort Myers Transit Service.

2. It now appears that said operation was carried on for only a few days due to the inability of the carrier to obtain proper financing and said operation has now been abandoned.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity awarded under Order No. 1320 be and the same is hereby REVOKED and CANCELED, and all authority granted under said order to C. B. Franklin, doing business as Fort Myers Transit Service, to transport passengers and light freight between Fort Myers and Fort Myers Beach, Florida, is hereby CANCELED AND WITHDRAWN.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 17th day of April, 1941.

ORDER NO. 1442,

DOCKETS NOS. 100-138 AND 794.

IN RE: CANCELLATION OF LEASE AGREEMENT DATED MARCH 10, 1941, BETWEEN ROBERT ROY ASHMORE, JR., DOING BUSINESS AS ASHMORE COACH LINE, AND ST. ANDREWS BAY TRANSPORTATION COMPANY AS TO CERTIFICATE NO. 233.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1420 dated March 13, 1941, a certain Lease Agreement between Robert Roy Ashmore, Jr., doing business as Ashmore

Coach Line and St. Andrews Bay Transportation Company by which Robert Roy Ashmore, Jr., leased to St. Andrews Bay Transportation Company his operating rights under Certificate No. 233 authorizing the transportation of passengers and light express between Graceville, Florida, and Ebro, Florida, via Esto, Bonifay and Vernon, Florida, for a period of two years from March 10, 1941, was approved by this Commission.

2. It now appears that the parties hereto have entered into another agreement dated April 16, 1941, and filed in this proceeding, by which that certain Lease Agreement dated March 10, 1941, was canceled and Robert Roy Ashmore, Jr., has resumed operations under Certificate No. 233.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the Lease Agreement dated March 10, 1941, between Robert Roy Ashmore, Jr., doing business as Ashmore Coach Line, and St. Andrews Bay Transportation Company, under which said St. Andrews Bay Transportation Company was for a period of two years to operate under Certificate of Public Convenience and Necessity No. 233, be and the same is hereby CANCELED, and Robert Roy Ashmore, Jr., is hereby required to operate under such Certificate No. 233 transporting passengers and light express between Graceville, Florida, and Ebro, Florida, via Esto, Bonifay and Vernon, Florida.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 17th day of April, 1941.

ORDER NO. 1443,

DOCKET NO. 100-53.

IN RE: COMPLAINT AGAINST FIVE TRANSPORTATION COMPANY, BRUNSWICK, GEORGIA, FOR FAILURE TO FILE ANNUAL REPORT FOR 1940.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

WHEREAS, the Commission's records show that Five Transportation Company has violated the law and the rules and regulations of this Commission in the particulars hereinafter set forth,

THEREFORE, you, Five Transportation Company, TAKE NOTICE that the Railroad Commission of the State of Florida charges you as follows:

(1) A violation of Rule 53 of the Rules and Regulations governing auto transportation companies in that you failed to file on or before the 31st day of March, 1941, in accordance with the forms prescribed and furnished by the Commissioners, Annual Report for the calendar year 1940.

And further TAKE NOTICE that on TUESDAY, MAY 20, 1941, at 2:30 P. M. the Railroad Commission of the State of Florida will be in session at its Hearing Room in the SUPREME COURT BUILDING, Tallahassee, Florida, to hear, consider and determine whether or not you are guilty of the charges aforesaid, and if found guilty to then and there consider what penalty shall be imposed against you under the law.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 30th day of April, 1941.

ORDER NO. 1444,

DOCKET NO. 85.

IN RE: APPLICATION OF K. & L. TRANSPORTATION COMPANY, INC., FOR ADDITIONAL SCHEDULES BETWEEN GEORGIA-FLORIDA STATE LINE AND TALLAHASSEE, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to amended Rule No. 17 (b), the K. & L. Transportation Company, Inc., of Jacksonville, Florida, applied for approval of new schedules between the Georgia-Florida State line and Tallahassee, Florida, and the matter was set for formal hearing after objections thereto had been filed by Flamingo Truck Lines, Inc. The matter was heard in Tallahassee, Florida, on April 11, 1941, pursuant to Notice No. 772, and the following appeared:

C. L. Shaw, Atlanta, Georgia, and Fred W. Welch, Tallahassee, Florida, for applicant.

W. T. Wolfe, Jacksonville, Florida, for Flamingo Truck Lines, Inc., protestant.

2. The applicant began operation between the Georgia-Florida State line and Tallahassee on August 9, 1939, operating a schedule arriving in Tallahassee, Florida, at 7 o'clock in the morning and departing at 6:30 in the afternoon. It was shown in the record that applicant's business has increased to such an extent that it was necessary to put into service an additional piece of equipment between the Georgia-Florida State line and Tallahassee, Florida. This additional piece of equipment has been operated as a second section to the schedule heretofore operated by applicant. The proposed Schedules Nos. 2 and 3 of applicant are as follows:

Schedule No. 2	**Southbound**	**Northbound**
Georgia-Florida State Line	5:30 A. M.	8:30 A. M.
Tallahassee, Florida	6:00 A. M.	8:00 A. M.

Schedule No. 3

Georgia-Florida State Line	8:00 A. M.	6:00 P. M.
Tallahassee, Florida	8:30 A. M.	5:30 P. M.

Daily except Sundays and holidays.

It was shown in the record that the proposed schedules would provide a more economical operation and that it would enable applicant to conform to the Hours of Service prescribed by the Interstate Commerce Commission and the Florida Railroad Commission.

The Commission has given careful consideration to the testimony offered by the applicant and the protestant and finds the proposed schedules to be reasonable.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of K. & L. Transportation Company, Inc., of Jacksonville, Florida, for approval of Schedules 2 and 3, Time Table No. 4, copy of which are attached to and made a part of this order, be and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 30th day of April, 1941.

ORDER NO. 1445,

DOCKET NO. 100-138.

IN RE: APPLICATION OF ST. ANDREWS BAY TRANSPORTATION COMPANY, DOTHAN, ALABAMA, FOR EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO TRANSPORT FREIGHT, GENERAL COMMODITIES, FROM PANAMA CITY, FLORIDA, TO BEACON HILL (NEAR GULF-BAY COUNTY LINE) VIA STATE HIGHWAY NO. 10, U. S. HIGHWAY NO. 98.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This matter came on for formal hearing before the Florida Railroad Commission in Tallahassee, Florida, on April 22, 1941, pursuant to Notice No. 774. The following appeared:

H. H. Simms of Dothan, Alabama, for the applicant, St. Andrews Bay Transportation Company.

E. Clay Lewis for St. Joe Bus & Truck Company, protestant.

2. The applicant, St. Andrews Bay Transportation Company, now operates a freight and passenger service intrastate in Florida between Panama City on the one hand and Pensacola, Florida, on the other

hand between Panama City and the Alabama State line via Cottondale and Marianna. The applicant also operates in interstate commerce in connection with other carriers to practically any point in the United States.

3. The purpose of this application is to enable applicant to handle through shipments between points in Florida to the territory immediately adjacent to Panama City. Applicant produced evidence to show that this territory will be taken over and operated by the United States Government as a gunnery school and to the best of applicant's information it will extend Southeasterly from Panama City to approximately Beacon Hill. The applicant stated that if the government decides that the barracks or warehouses, or points receiving freight, will be intermediate to Beacon Hill, that it will be satisfactory to restrict this operation to that point. The applicant does not care to go beyond the territory or the point designated by the government for the receipt of freight for the gunnery school. The applicant is the only Certificated Common Carrier by truck operating in and out of Panama City and it feels that it should be given the right to deliver shipments to the Government School without having to enter into interchange arrangements with other carriers.

4. The protestant, St. Joe Bus and Truck Company, holds a certificate of public convenience and necessity issued by this Commission authorizing it to operate as a common carrier of freight by motor vehicle between Port St. Joe, Florida and Panama City, Florida. The protestant objects to the granting of the application on the grounds that it is qualified and able to handle all freight that might be offered it for transportation from Panama City to Beacon Hill.

5. The Commission has carefully considered all of the evidence produced, both by the applicant and the protestant, and has taken into consideration the effect that the granting of a Certificate of Public Convenience to the applicant would have upon the transportation facilities within the territory sought to be served by the applicant and also the effect upon transportation as a whole within said territory, and it is of the opinion that public convenience and necessity require the granting of this application.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of St. Andrews Bay Transportation Company for an extension of its Certificate of Public Convenience and Necessity to transport freight and general commodities from Panama City, Florida, to Beacon Hill (near Gulf-Bay County line) via State Highway No. 10, and U. S. Highway No. 98, be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 23rd day of April, 1941.

ORDER NO. 1446,

DOCKET NO. 100-101.

IN RE: APPLICATION OF CHARLES V. KINARD DOING BUSINESS AS AMERICAN TRANSFER COMPANY, FOR LIMITED COMMON CARRIER CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO TRANSPORT FREIGHT BETWEEN TAMPA, FLORIDA, AND McDILL FIELD, THE UNITED STATES SOUTHEASTERN ARMY AIR BASE, OVER COUNTY ROADS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This matter came on for formal hearing before the Florida Railroad Commission in Tallahassee, Florida, on April 22, 1941, pursuant to Notice No. 774. The following appeared:

A. Pickens Coles, Tampa, Florida, for applicant.

John M. Allison, Tampa, Florida, for Central Truck Lines, Great Southern Trucking Company, St. Johns River Line Company and Flamingo Truck Lines, Inc., Protestants.

2. The applicant is an individual doing business as American Transfer Company having its principal place of business in the City of Tampa, Florida. The applicant is the holder of limited Common Carrier Certificate No. 213, authorizing it to transport used uncrated household goods, office and store fixtures and furniture.

3. On February 7, 1941, due to the emergency demand for meat to be delivered to McDill Field, the United States Southeastern Army Air Base, this Commission granted the applicant temporary authority to transport meat between Tampa and McDill Field, pending formal hearing on the application for a Limited Common Carrier Certificate.

4. The applicant produced the manager of Armour & Company's office in Tampa as a witness in his behalf. This witness was also authorized to speak for Swift Packing Company, Cudahy, Kingan and Wilson & Company. He testified that all of the named companies are engaged in the business of merchandising meat products, and packing house products, in the Tampa area. Prior to February 7, 1941, the packers delivered meat to McDill Field in their own vehicles. This service was very unsatisfactory because it was necessary for each of the companies to operate one or more of their vehicles to McDill Field daily and under the present arrangements the applicant will pick up all shipments of meat from each of the companies and deliver it in one vehicle. The meats have to be delivered at McDill Field by five o'clock A. M. The meats are unloaded for inspection and the applicant's trucks must wait until the inspection has been completed and return to the packers any rejected shipments, and then make deliveries to replace

them. Because of the extra service rendered by the applicant, this witness was of the opinion that the regular common carriers could not handle the shipments satisfactorily.

5. The packers pay American Transfer Company twenty (20c) cents per one hundred pounds for this service. The record shows that the tonnage delivered by the packing houses to the applicant for delivery to McDill Field from February 7, 1941 to April 12, 1941 amounted to 365,808 pounds, or an average of a little better than 6,500 pounds per working day. The normal route used by the applicant in transporting meats to McDill Field is from the corner of Howard and Grand Central Avenue, which is the Western city limits, Howard Avenue being the Western limit of the city, thence South, Grand Central to Lisbon, thence South on Lisbon which is a direct Southern route into the Air Base.

6. The applicant proposes to institute approximately three schedule trips a day between Tampa and McDill Field and agrees to furnish on prescribed forms schedules for the approval of the Commission. The applicant also agrees to abide by the rates and fares approved by the Commission. The applicant also asks for authority to transport paint and paint products between Tampa, Florida, and McDill Field, and also asks for authority to engage in heavy hauling that requires special equipment and can not be handled by the regular common carriers.

7. Protestants objected to the granting of the application because practically all common carriers by motor vehicles serve McDill Field, either as an off line station on a regular schedule run between Tampa and St. Petersburg, or on pick-up and delivery service from Tampa. None of the protestants have fixed schedules between Tampa and McDill Field, and it is admitted by the protestants that the uniform bill of lading prescribed by the Interstate Commerce Commission and the Florida Railroad Commission provides that on delivery of shipments that the consignee either has to accept or reject the shipment without opening it. Considering this fact, in connection with the needs of McDill Field, it would be impossible for the existing common carriers to perform service now being rendered by the applicant.

8. The Commission has carefully considered all of the evidence produced, both by the applicant and the protestants, and has taken into consideration the effect the granting of a Certificate of Public Convenience to the applicant would have upon the transportation facilities within the territory sought to be served by the applicant, and also the effect upon transportation as a whole within said territory, and is of opinion that public convenience and necessity require the granting of the application in so far as it applies to the transportation of meat between Tampa and McDill Field, and that all other authority sought therein should be denied. The Commission also finds the rate of twenty cents

per one hundred pounds charged by the applicant for transporting meat between Tampa and McDill Field to be just and reasonable. The Commission is also of opinion that Limited Common Carrier Certificate No. 213, issued by the Florida Railroad Commission to the applicant should be extended to include authority to transport meat between Tampa, Florida, and McDill Field.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Charles V. Kinard, doing business as American Transfer Company, Tampa, Florida, for an extension of its Limited Common Carrier Certificate No. 213, authorizing the transportation of meat between Tampa, Florida, and McDill Field, the United States Southeastern Army Air Base, be and the same is hereby GRANTED.

It is further ORDERED that the rate of twenty cents per one hundred pounds on meat from Tampa to McDill Field, be and the same is hereby APPROVED.

It is further ORDERED that the application in all other respects be and the same is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 23rd day of April, 1941.

ORDER NO. 1447,

DOCKETS NOS. 100-127 AND 100-13.

IN RE: JOINT APPLICATION OF GLADES "K" MOTOR LINES AND GLADES MOTOR LINES, INC., FOR APPROVAL OF LEASE OF OPERATING RIGHTS BETWEEN MOORE HAVEN AND CHILDS CROSSING OVER STATE HIGHWAY NO. 67.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This matter coming on for consideration upon the application of Mary M. Kettner, doing business as Glades "K" Motor Lines and Glades Motor Lines, Inc., to amend Order No. 1426, dated March 25, 1941, so as to include the operating rights of Mary M. Kettner between Moore Haven and Childs Crossing over State Highway 67, and it appearing:

(a) That by Order No. 1426, dated March 25, 1941, certain lease agreements between Tamiami Trail Tours, Inc., and Glades "K" Motor Lines and Glades Motor Lines, Inc., were approved.

(b) It now appears that it was the intention of the parties to these lease agreements to include in said agreements the Certificate rights of Mary M. Kettner, doing business as Glades "K" Motor Lines, over State Highway No. 67 between Moore Haven and Childs Crossing but that these rights were omitted from said lease agreements, and as the result were not approved in the order of the Railroad Commission, and as it is the desire of both parties to said lease agreement that said franchise rights be included therein, and have petitioned this Commission to amend its Order No. 1426 to include said rights:

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Order No. 1426, dated March 25, 1941, be and it is amended to show that Mary M. Kettner, doing business as Glades "K" Motor Lines has leased to Glades Motor Lines, Inc., all of her certificated rights between Moore Haven and Childs Crossing over State Highway No. 67, and the said Glades Motor Lines, Inc., be and it is hereby authorized to operate between said points and over said highway.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 25th day of April, 1941.

ORDER NO. 1448,

DOCKET NO. 891.

IN RE: APPLICATION OF L. L. WILLIAMS, OLDTOWN, FLORIDA, FOR COMMON CARRIER CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO TRANSPORT PASSENGERS FROM CROSS CITY, FLORIDA, TO LAKE CITY, FLORIDA, VIA OLD TOWN, FANNIN SPRINGS, TRENTON, BELL AND BRANFORD AND RETURN OVER HIGHWAYS NOS. 500, 14, 77, 4-A AND 112; ALSO BETWEEN OLD TOWN AND BRANFORD OVER HIGHWAY NO. 50 WHEN COMPLETED; ONE ROUND TRIP PER DAY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. The above matter was set for hearing before the Railroad Commission of the State of Florida for 10 o'clock A. M. in the Supreme Court Building in Tallahassee, Florida, on Thursday, May 8, 1941.

2. Upon petition of Florida Motor Lines Corporation, the Supreme Court of the State of Florida issued its rule nisi prohibiting the Florida Railroad Commission from hearing said application. Thereupon the application was postponed until further order of the Commission.

3. The Commission is now in receipt of an application from the applicant, L. L. Williams, requesting that the application be dismissed and it is of the opinion that same should be granted.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of L. L. Williams of Old Town, Florida, for a Certificate of Public Convenience and Necessity to transport passengers from Cross City, Florida, to Lake City, Florida, via Old Town, Fanning Springs, Trenton, Bell and Branford and return over Highways Nos. 500, 14, 77, 5-A and 112; also between Old Town and Branford over Highway No. 50, when completed; one round trip per day, be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 13th day of May, 1941.

ORDER NO. 1449,

DOCKET NO. 700.

IN RE: CITATION AGAINST JACK COLE COMPANY, INC., FOR OPERATING WITHOUT RAILROAD COMMISSION NUMBER PLATES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

On March 25, 1941 citation was issued against Jack Cole Company, Inc., of Birmingham, Alabama, for operating a Ford Tractor and Fruehalf Semi-trailer between the Alabama State line and Pensacola, Florida, without having on said motor vehicle equipment any Railroad Commission number plates. This citation was served by registered mail on the respondent on April 10, 1941. Hearing was held thereon April 24, 1941 at 2:30 P. M. as required by the citation. No one appeared for respondent.

From the evidence introduced it appeared that the respondent did operate said vehicle as charged in said citation.

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Jack Cole Company, Inc., of Birmingham, Alabama, is guilty as charged in said citation for having operated a Ford Tractor and Fruehauf Semi-trailer between the Florida-Alabama State line and Pensacola, Florida, without having on said vehicle equipment any Railroad Commission number plates as required by law and the rules and regulations of this Commission, and has incurred penalties for such violation which penalties are fixed as follows:

(1) REVOCATION OF CERTIFICATE OF REGISTRATION NO. 71.

(2) PAYMENT TO THE TREASURER OF THE STATE OF FLORIDA OF THE SUM OF $50.00 AS A FINE.

It is further ORDERED that this order shall take effect on June 10, 1941, and that payment of said fine of $50.00 on or before said date will be accepted as full satisfaction of the judgment herein rendered, otherwise revocation of said Certificate shall stand and be enforced as of said date.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 10th day of May, 1941.

ORDER NO. 1450,

DOCKET NO. 848.

IN RE: APPLICATION OF PANAMA CITY TRANSIT COMPANY, INC., FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER OF PASSENGERS BETWEEN PANAMA CITY, FLORIDA, AND THE MILITARY AIR BASE, ADJACENT TO PANAMA CITY, LOCATED ON U. S. HIGHWAY NO. 98, EAST PANAMA CITY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 767, dated March 3, 1941, the Commission entered its Order No. 1424, dated March 25, 1941, granting a Certificate of Public Convenience and Necessity as a common carrier to the Panama City Transit Company, Inc., authorizing the transportation of passengers between Panama City, Florida, and the entrance to the Military Air Base, adjacent to Panama City and located on U. S. Highway No. 98, State Road No. 10, without prejudice to A. W. Lee, doing business as Lee's Coach Line to apply to this Commission for such additional schedules as it finds necessary to serve this territory.

2. The Panama City Transit Company, Inc., has called attention to the fact that if they are only permitted to operate to the entrance to the Military Air Base, adjacent to Panama City, they will not be able to render the service contemplated when the application was filed because the entrance to the Air Base, adjacent to Panama City would be approximately three miles from the main part of the Air Base.

3. The Commission is of the opinion that supplemental order should issue permitting Panama City Transit Company, Inc., to operate to the East end of the Military Air Base.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the authority granted to Panama City Transit Company, Inc., under Order No. 1425, dated March 25, 1941, be and the same is hereby EXTENDED to include transportation of passengers between Panama City, Florida, and the East end of the Military Air Base, adjacent to Panama City and located on U. S. Highway No. 98, State Road No. 10, without prejudice to A. W. Lee, doing business as Lee's Coach Line, to apply to this Commission for such additional schedules as it finds necessary to serve this territory.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 15th day of May, 1941.

ORDER NO. 1451,

DOCKET NO. 737.

IN RE: APPLICATION OF COCOA AND PENINSULA MOTOR LINES, INC., COCOA, FLORIDA, FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO TRANSPORT PASSENGERS AND LIGHT EXPRESS FROM COCOA, FLORIDA, SERVING MERRITT ISLAND, ANGEL CITY, COCOA BEACH AND THE NAVAL AIR STATION.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This matter came on for formal hearing before the Railroad Commission of the State of Florida in Tallahassee, Florida, on April 22, 1941, pursuant to Notice No. 774. The following appeared:

Samuel A. Parker, Cocoa, Florida, for the applicant.

2. This is an application for a Certificate of Public Convenience and Necessity to operate as a common carrier of passengers, and light express by motor vehicle between Cocoa, Florida, Merritt Island, Angel City, Cocoa Beach and the Naval Air Station.

3. It was testified that the United States Government has established a Naval Air Base at Cocoa Beach. At the present time there are fifty-three officers stationed at the Air Base. The Commander of the Naval Air Base testified that the government had let a contract in the amount of $1,400,000.00 for the construction of buildings at the Base and that the personnel would consist of approximately six hundred fifty men and thirty additional officers. This includes only the Navy personnel.

4. It was shown in the record that there is no regular means of transportation for the Navy personnel between the Air Base and Cocoa.

The applicant has been rendering service between Cocoa and the Naval Air Base since April 11, 1941, under temporary authority granted by this Commission due to the emergency. Under this authority the applicant has been operating a new thirty-two passenger bus. The company has also made arrangements for a reserve bus in case the transportation needs would require its use. The applicant has shown that it is financially able to obtain all the equipment necessary to furnish adequate transportation facilities between Cocoa and the Naval Air Base.

5. The applicant requests authority to operate over the following route:

> Commencing at the Union Bus Station at Cocoa; thence East on King Street to the Cocoa-Merritt Island Bridge to Merritt Island; thence East by North along the County Road to the intersection with State Road No. 70; thence South on State Road No. 70 to the Footman Bridge between Merritt Island and Cocoa Beach at the intersection with State Road No. 140; thence South on State Road No. 140 to the entrance to the Naval Air Base Reservation; thence in the Naval Reservation along Wright Street to the Dispensary at the corner of "Y" Street, which is the terminus at the Banana River Naval Air Base; returning via the same route.

Upon the completion of the new Federal State Highway, the Footman Bridge from Merritt Island to Cocoa Beach is to be abandoned.

Upon the completion of construction, it is requested that the route from Merritt Island to State Road No. 140 may be changed, and that the route to be operated shall read as follows:

> Commencing at the Union Bus Station at Cocoa; thence East on King Street to the Cocoa-Merritt Island Bridge to Merritt Island; thence via the new route designated as State Road No. 206 across Merritt Island to its intersection with State Road No. 70; thence continuing East on State Road No. 206, which is the new causeway and bridge across the Banana River, to its intersection with State Road No. 140; thence South on State Road No. 140 to the Naval Air Base Reservation; thence in the Reservation along Wright Street to the Dispensary at the corner of "Y" Street; returning via the same route.

No other transportation company is now operating over the above route or to any point or portion thereof.

The applicant also requests authority to operate South from the Naval Air Station to Eau Gallie Beach, and to also serve the Cocoa Ball Park as an off-line station.

No one appeared in opposition to the application.

4. The Commission has carefully considered the evidence in this case and has taken into consideration the effect that the granting of the application may have upon transportation facilities within the territory sought to be served by the applicant, and also the effect upon transportation as a whole within said territory, and is of opinion that public convenience and necessity require the granting of the application.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Cocoa and Peninsula Motor Lines, Inc., for a Certificate of Public Convenience and Necessity as a Common Carrier by motor vehicle transporting passengers and light express between Cocoa, Florida, Merritt Island, Angel City, Cocoa Beach and the Naval Air Station, be and the same is hereby GRANTED.

It is further ORDERED that Cocoa and Peninsula Motor Lines, Inc., be and it is authorized and directed to include service South from the Naval Air Base to Eau Gallie Beach, and also to include the Cocoa Ball Park as an off-line station.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 22d day of April, 1941.

ORDER NO. 1452,

DOCKET NO. 769.

IN RE: APPLICATION OF GEORGIA-FLORIDA COACHES, INC., OF LAKE CITY, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO TRANSPORT PASSENGERS, BAGGAGE, NEWSPAPERS AND LIGHT EXPRESS BETWEEN GEORGIA FLORIDA STATE LINE AND WILLISTON, FLORIDA, VIA LAKE CITY, LAKE BUTLER, GAINESVILLE AND ARCHER OVER STATE HIGHWAYS NOS. 82, 2, 1, 28, 49, 99, 13 AND 5.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This matter, pursuant to Notice No. 773, came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Wednesday, April 23, 1941. The following appearances were entered:

A. Pickens Coles, Tampa Theatre Building, Tampa, Florida, W. H. Wilson, Jr., Lake City, Florida, and Sam T. Dell of Gainesville, Florida, for applicant.

A. Y. Milam, Jacksonville, Florida, for protestants, Florida Motor Lines Corporation and Gator Motor Lines, Inc.

Ben A. Meginniss of Tallahassee, Florida, for Southeastern Greyhound Lines.

2. Upon the calling of the application for hearing, Florida Motor Motor Lines Corporation, through its counsel, offered a Motion to Dismiss the application on the grounds that there was no financial statement attached to the application; that there was no description of equipment proposed to be operated, and that no schedules were submitted with the application. It was contended that the failure on the part of the applicant to set out these matters was jurisdictional, and that the Commission, therefore, had no jurisdiction to hear the application at this time. This Motion was denied.

3. The applicant, Georgia-Florida Coaches, Inc., holds franchise rights between Augusta, Georgia, and Lake City, Florida. It obtained these franchise rights through the consolidation of Service Coach Lines, Inc., which operates between Augusta, Georgia, and McRae, Georgia, and Atlantic Stages, which operates intrastate from McRae to the Georgia-Florida line, and interstate within Florida from the Georgia-Florida line to Lake City. This merger has been approved by the Georgia Public Service Commission and through this approval the applicant now has intrastate rights in Georgia. Application has also been filed with the Interstate Commerce Commission for approval of this consolidation but no order has been rendered by the Interstate Commerce Commission. When, and if, the Interstate Commerce Commission approves this consolidation and merger, the applicant, Georgia-Florida Coaches, Inc., will have interstate rights between Augusta, Georgia, and Lake City, Florida, and will also have intrastate rights within Georgia. This application has been filed with the Florida Railroad Commission to obtain a Certificate of Public Convenience and Necessity authorizing this company to operate in intrastate commerce between the Georgia-Florida State line and Williston, Florida, serving Lake City, Lake Butler, La Crosse, Gainesville and Archer.

George T. Morris of Dublin, Georgia, who is President of the applicant corporation, is also President of Service Coach Lines, Inc., and J. A. Booker of Savannah, Georgia, is Secretary and Treasurer of the applicant corporation, and is the owner of Atlantic Stages. W. H. Wilson, Jr., of Lake City, Florida, is Vice President of the applicant corporation.

4. The applicant, at the hearing, offered its Financial Statement as its Exhibit 2, and also testified that the applicant now owns two busses, a twenty-five passenger yellow coach and a twenty-five passenger Flexible Clipper. The president of the corporation testified that the company was financially able to purchase the requisite number of busses necessary for

this operation, and to carry on the operation, if this application is granted. The applicant also filed schedules showing its proposed service over this route.

It was also shown that over the route between Georgia-Florida State line and Lake City Atlantic Stages now operates in interstate commerce, and over a short portion of said route north of Lake City Union Bus Company or Southeastern Greyhound Lines operate. Between Lake City and Lake Butler Gator Motor Lines, whose certificate is now owned by Florida Motor Lines Corporation, and the Union Bus Company, now operate. Between Lake Butler and the junction of Road No. 99 and State Road No. 2, just North of Gainesville, no common carrier bus line operates but Florida Motor Lines Corporation operates between the junction of roads 99 and 2 into Gainesville. Between Gainesville and Archer and Williston Florida Motor Lines Corporation now operates.

5. The applicant produced a number of witnesses from the various communities to be served by this operation, many of them the most prominent citizens of their respective communities, who testified that in their opinion public convenience and necessity required this service, and that such servce would be of great benefit to the territory involved.

Certified copies of Resolutions adopted by the Boards of County Commissioners of several of the counties through which this operation would be conducted, and by the City Commissioners of the various cities to be served, were presented and filed in evidence. Resolutions were also presented by numerous Civic Clubs of the cities through which this line runs which were filed with the Commission and put in its correspondence file. Testimony was also produced to show the advantage of this line as a through route.

The applicant filed its Exhibit No. 3, which showed the schedule for this through route. It proposes two round trips—one leaving Augusta at 6:30 A. M. arriving Williston 4:40 P. M. The other leaving Augusta 10:30 A. M. arriving Williston 8:40 P. M.; and returning, one leaves Williston 10:00 A. M. and arrives Augusta 8:00 P. M., the other leaving Williston 7:25 P. M. arriving Augusta 5:25 A. M. It also proposes certain local schedules between Gainesville and Williston and between Lake City and Gainesville, as follows:

Southbound—read down			**Northbound—read up**	
PM	PM		AM	PM
8:00	4:00	Gainesville	10:40	8:05
8:25	4:25	Archer	10:15	7:40
8:40	4:40	Williston	10:00	7:25
PM	PM		AM	PM

PM	PM	AM		PM	PM	PM
6:10	2:10	8:00	Lake City	12:30	4:55	9:55
6:55	2:55	8:45	Lake Butler	11:45	4:10	9:10
8:00	4:00	9:00	Gainesville	10:40	3:00	8:05

6. Florida Motor Lines Corporation, protestant, objected to the granting of this application on the ground that it serves several of the specific routes sought and also serves the general territory involved. It also made a tender of service over such portions of the route as it did not serve in the event that the Commission found that public convenience and necessity required the service. The evidence, however, shows that the service rendered by the Florida Motor Lines between Williston and Lake City via Newberry and High Springs is operated with closed doors. It also proposed certain schedules by which it could serve this particular territory.

7. The Commission has carefully considered the record in this case, and the needs of the various communities involved, and finds:

(a) That the through service from Augusta, Georgia, through Lake City to Williston, Florida, if proper interchanges are made at Williston, Gainesville and Lake City, will be of great benefit not only to this particular territory but to the traveling public of the Tampa, St. Petersburg and Orlando territory who desire to make use of the service.

(b) That there is at present no service directly between Lake Butler and Gainesville by which the communities of Worthington Springs and La Crosse can be served and public convenience and Necessity require this service.

(c) That the applicant and Florida Motor Lines Corporation and Tamiami Trail Tours, Inc., be directed to interchange passengers at Williston; and the applicant and Florida Motor Lines Corporation be directed to interchange passengers at Gainesville; and that the applicant and Florida Motor Lines Corporation, Union Bus Company and Southeastern Greyhound Lines be required to interchange passengers at Lake City.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Georgia-Florida Coaches, Inc., for a Certificate of Public Convenience and Necessity authorizing it to transport passengers, baggage, newspapers, and light express between the Georgia-Florida State line and Williston via Lake City, Lake Butler, Gainesville and Archer over State Highways Nos. 82, 2, 1, 28, 49, 99, 13 and 5, be and the same is hereby GRANTED.

It is further ORDERED that the applicant and Florida Motor Lines Corporation and Tamiami Trail Tours, Inc., be and they are hereby required to interchange passengers at Williston; and that the applicant and Florida Motor Lines Corporation be and they are required to interchange passengers at Gainesville; and that the applicant and Florida Motor Lines Corporation, Union Bus Company and Southeastern Greyhound Lines be and they are hereby required to interchange passengers at Lake City, Florida.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 30th day of April, 1941.

ORDER NO. 1453,

DOCKETS NOS. 100-33 AND 737.

IN RE: JOINT APPLICATION OF UNIVERSITY CITY TRANSFER COMPANY, INC., AND FLAMINGO TRUCK LINES, INC., FOR APPROVAL OF SALE AND TRANSFER OF CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY NOS. 89 AND 97, BY UNIVERSITY CITY TRANSFER COMPANY, INC., TO FLAMINGO TRUCK LINES, INC.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 776, dated April 15, 1941, this matter came on for formal hearing before the Railroad Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Thursday, May 8, 1941, 10:00 A. M.

Fred H. Kent and O. C. Beakes appeared for Flamingo Truck Lines, Inc.

C. J. Gunn appeared for University City Transfer Company, Inc.

John M. Allison and T. B. Smith, appeared for protestant, Central Truck Lines, Inc.

2. University City Transfer Company, Inc., a Florida corporation with its principal place of business in the city of Gainesville, Florida, is the holder and owner of Certificates of Public Convenience and Necessity Nos. 89 and 97, authorizing it to operate as a common carrier of freight between Jacksonville and Baldwin over U. S. Highway No. 90, State Highway No. 1; Baldwin to Cedar Keys over State Highway No. 13; Gainesville to Fannin over State Highway No. 14, and thence to Cross City on U. S. Highway No. 19, Florida State Highway No. 500; Cross City to Chiefland and thence to Williston over U. S. Highway

No. 19, Florida Highway No. 500; Williston to Archer over U. S. Highway No. 19 and Florida State Highway No. 5.

3. Flamingo Truck Lines, Inc., also operates under various certificates from this Commission as a common carrier of freight and commodities generally over various routes in the State of Florida, and among these routes it operates between Jacksonville and Gainesville in intrastate commerce. It also operates in interstate commerce between Williston and Cross City, so that there is a duplication so far as interstate commerce is concerned between two of the routes that University City Transfer Company, Inc., proposes to transfer to it, and a duplication of service of intrastate traffic between Jacksonville and Gainesville—one of the routes proposed to be sold to it by University City Transfer Company, Inc. Flamingo Truck Lines, Inc., also operates in interstate commerce between Georgia-Florida line and Tampa via Tallahassee and between Tallahassee and Live Oak and Marianna, Florida, and have an application pending before this Commission for intrastate rights over these routes.

4. The record shows that the petitioner, Flamingo Truck Lines, Inc., on July 26, 1940, filed an application with the Interstate Commerce Commission for authority to purchase the interstate operating rights and properties of the University City Transfer Company, Inc., and by Order dated March 18, 1941, the Interstate Commerce Commission approved this purchase.

5. Protestant, Central Truck Lines, Inc., also operates under authority from this Commission over various routes in the State of Florida, and operates between Jacksonville and Tampa via Gainesville and Williston. It has in the past been interchanging freight with the University City Transfer Company, Inc., at Gainesville for various points served by the University City Transfer Company, Inc. Central Truck Lines, Inc., protested the granting of this application on the grounds that if the Flamingo Truck Lines acquires the certificate rights of University City Transfer Company it would be enabled to operate a better service between Jacksonville and Tampa, and, in addition, Central Truck Lines would lose the tonnage that it is now receiving from University City Transfer Company, and it would be injured to that extent. In addition to this, if the pending intrastate application of Flamingo Truck Lines, Inc., was granted by this Commission it would be enabled to move intrastate traffic from Jacksonville via Gainesville and Cross City into Tallahassee as well as between Tampa and Williston, and this would also operate to injure Central Truck Lines, Inc.

6. The record shows that the stockholders of University City Transfer Company, Inc., at a meeting called and held for this purpose, at which all of the stockholders were present, approved the sale and transfer

of its Certificates and property in accordance with the joint application. The record also shows that at a special meeting of the stockholders of Flamingo Truck Lines, Inc., the purchase of the Certificates and property of University City Transfer Company, Inc., was approved.

7. The Commission has carefully considered the record in this matter and finds that granting of this joint application would be in the public interest, and would result in a better and faster service, and that the joint application should be approved with the understanding that such routes to be transferred by University City Transfer Company, Inc., as are duplicates of the present routes of the Flamingo Truck Lines, Inc., should be merged in the Certificate of Flamingo Truck Lines, Inc.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the joint application of University City Transfer Company, Inc., and Flamingo Truck Lines, Inc., for approval of the transfer of Certificates of Public Convenience and Necessity No. 89 and 97, in accordance with the terms and conditions set up in said joint petition, and in accordance with the provisions of this order, be and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 8th day of May, 1941.

ORDER NO. 1454,

DOCKETS NOS. 737, 100-1, 363, 100-52 AND 100-5.

IN RE: APPLICATION OF FLAMINGO TRUCK LINES, INC., CENTRAL TRUCK LINES, GREAT SOUTHERN TRUCKING COMPANY, PETERS TRUCK LINE AND BROWN MOTOR FREIGHT LINE, FOR AUTHORITY TO SERVE CECIL FIELD, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. It has been brought to the attention of the Commission that the United States Government has establshed an auxiliary field to the Jacksonville Naval Air Base, known as Cecil Field. This Auxiliary Base is located ten miles south-west of Jacksonville, and approximately five miles off of State Highway No. 204.

2. It has been represented to the Commission that there will be a large volume of shipments moving into Cecil Field, and because of the defense nature of Cecil Field, it is the opinion of this Commission that all common carriers by truck now having intrastate authority to serve Jacksonville, Florida, should be permitted to serve Cecil Field during the emergency.

3. The carriers propose to apply the rates now published for ten miles between Jacksonville and Cecil Field, Florida, and make through rates between Florida points and Cecil Field, Florida; Jacksonville rate basis plus ten miles. This proposal also meets with the approval of the Commission.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Flamingo Truck Lines, Inc., Central Truck Lines, Inc., Great Southern Trucking Company, Peters Truck Line and Brown Motor Freight Line, be and they are hereby authorized to serve Cecil Field, Florida, during the emergency.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 21st day of May, 1941.

ORDER NO. 1455,

DOCKET NO. 206.

IN RE: CITATION—COMPLAINT AGAINST J. F. GATLIN OF JACKSONVILLE, FLORIDA, FOR VIOLATION OF THE TERMS AND CONDITIONS OF HIS PERMIT.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

By Order No. 1435, dated March 25, 1941, J. F. Gatlin was found guilty as charged in a certain Citation dated February 28, 1941, and among the penalties was ordered to pay a fine of $10.00. It was further ordered that the payment of this fine would be accepted as full satisfaction of the judgment rendered in such proceeding.

It now appears that said fine has been paid.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the payment of said fine of $10.00 be and it is hereby accepted as full satisfaciton of the judgment rendered against J. F. Gatlin, and said judgment as set forth in Order No. 1435 be and the same is hereby CANCELED AND DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 21st day of May, 1941.

ORDER NO. 1456,

DOCKET NO. 521.

IN RE: COMPLAINT AGAINST THOMAS H. BLOWERS OF JACKSONVILLE, FLORIDA, FOR VIOLATION OF THE TERMS AND CONDITIONS OF HIS PERMIT.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

By Order No. 1433, dated March 25, 1941, Thomas H. Blowers, was found guilty as charged in a certain Citation dated February 28, 1941, and among the penalties was ordered to pay a fine of $25.00. It was further ordered that the payment of this fine would be accepted as full satisfaction of the judgment rendered in such proceeding.

It now appears that said fine has been paid.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the payment of said fine of $25.00 be and it is hereby accepted as full satisfaction of the judgment rendered against Thomas H. Blowers, and said judgment as set forth in said Order No. 1433 be, and the same is, hereby CANCELED AND DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 21st day of May, 1941.

ORDER NO. 1457,

DOCKET NO. 440.

IN RE: COMPLAINT AGAINST HOWARD HALL COMPANY, INC., OF BIRMINGHAM, ALABAMA, FOR VIOLATION OF THE RULES AND REGULATIONS OF THE RAILROAD COMMISSION.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

By Order No. 1436, dated March 25, 1941, Howard Hall Company, Inc., was found guilty as charged in a certain Citation dated February 28, 1941, and among the penalties was ordered to pay a fine of $100.00. It was further ordered that the payment of this fine would be accepted as full satisfaction of the judgment rendered in such proceeding.

It now appears that said fine has been paid.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the payment of said fine of $100.00 be, and it is hereby accepted, as full satisfaction of the judgment rendered against Howard Hall Company, Inc., and said judg-

ment as set forth in said Order No. 1436 be, and the same is, hereby CANCELED AND DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 21st day of May, 1941.

ORDER NO. 1458,

DOCKET NO. 200.

IN RE: JOINT APPLICATION OF H. C. PLOOF, DOING BUSINESS AS H. C. PLOOF TRANSFER AND PLOOF TRANSFER COMPANY, A CORPORATION FOR APPROVAL OF TRANSFER OF PERMIT NO. 138, AS EXTENDED, FROM H. C. PLOOF, DOING BUSINESS AS H. C. PLOOF TRANSFER, TO PLOOF TRANSFER COMPANY, A CORPORATION.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 776, dated April 15, 1941, this matter came on for formal hearing before the Railroad Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Friday, May 9, 1941.

R. A. Baker of Baker & Baker, Jacksonville, Florida, appeared for applicants.

2. H. C. Ploof, doing business as H. C. Ploof Transfer, is the holder and owner of Permit No. 138, issued by this Commission on February 20, 1933, and has filed with this Commission all reports required to be filed, and has paid all mileage taxes due the State of Florida.

3. On December 13, 1940, a corporation was organized under the laws of the State of Florida known as H. C. Ploof Transfer Company with H. C. Ploof as President, Eugenia W. Ploof as Vice President and W. B. Copeland as Secretary, all of Jacksonville, Florida. This charter was amended on March 1, 1941, changing the name to Ploof Transfer Company. A certified copy of the Articles of Incorporation was filed in the proceeding.

4. The Commission has examined the file, and the record in this case and is of opinion that public convenience and necessity require the granting of the application.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the joint application of H. C. Ploof, doing business as H. C. Ploof Transfer and Ploof Transfer

Company, a corporation, for approval of the transfer of Permit No. 138 from H. C. Ploof, doing business as H. C. Ploof Transfer to Ploof Transfer Company, a corporation, be and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 9th day of May, 1941.

ORDER NO. 1459,

DOCKET NO. 573.

IN RE: APPLICATION OF JOHN OLIVER MILLER OF ST. AUGUSTINE, FLORIDA, FOR EXTENSION OF HIS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 210, TO AUTHORIZE TRANSPORTATION OF PASSENGERS AND LIGHT EXPRESS BETWEEN ST. AUGUSTINE AND STARKE, FLORIDA, VIA STATE HIGHWAY NO. 48, SERVING GREEN COVE SPRINGS, PENNEY FARMS AND CAMP BLANDING, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This application was originally set for hearing at the Seminole Hotel, Jacksonville, Florida, on Monday, January 20, 1941, under Notice No. 659, dated January 4, 1941. For good cause shown, this hearing was postponed and the application was reset for hearing at St. Augustine, Florida, on March 10, 1941 under Notice No. 761, dated January 14, 1941. The case was called at St. Augustine, and for good cause shown was further postponed to a date to be fixed by the Commission. By Notice No. 772, dated March 24, 1941, this matter was set down for hearing in Tallahassee, Florida on April 11, 1941, and came on for hearing on that date.

A. W. Chadwick, Jr., of St. Augustine, Florida, and John Hodges, of Tallahassee, Florida, appeared for applicant.

A. Y. Milam appeared for Florida Motor Lines, protestant.

Sam Kassewitz appeared for Orange Lines, Inc., protestant.

W. J. Oven for receivers of Seaboard Air Line Railway, protestant.

2. When this case was called counsel for Florida Motor Lines Corporation moved that further hearing in this matter be postponed until April 23, 1941, at which time the application of the movement was to be heard, so that both applications that covered practically the same territory could be heard at the same time. This motion was argued by counsel and was denied by the Commission.

3. Petition for intervention and protest against this application was filed by Orange Lines, Inc., on the ground that it now serves between Jacksonville and Camp Blanding, and also serves between Starke and Green Cove Springs via Camp Blanding and Penney Farms. Intervention and protest on behalf of Florida Motor Lines Corporation was also presented on the ground that it served this territory, and is rendering adequate service, and under the law should be given the right, if public convenience and necessity is found to warrant it, to serve the particular routes sought by applicant. Gator Motor Lines, Inc., agent of Florida Motor Lines Corporation under contract, also filed its intervention and protest of the present application. These matters were taken under consideration by the Commission.

4. The applicant, John Oliver Miller, now holds a Certificate of Public Convenience and Necessity No. 210, which authorizes him to operate between St. Augustine and Marineland, Florida. The applicant has for many years been engaged in the operation of a bus line, and now seeks an extension of his certificate authorizing him to operate from Marineland through St. Augustine, thence to Green Cove Springs via Shands Bridge over Road No. 47, thence into Camp Blanding and Starke over Road No. 48.

Applicant testified that there was no motor carrier operating directly between St. Augustine and Camp Blanding, although there is an operation from St. Augustine to Jacksonville by Florida Motor Lines Corporation, and thence from Jacksonville to Camp Blanding by Orange Lines. The applicant testified that he is financially able to obtain the necessary equipment to conduct this operation. The applicant produced a number of witnesses who testified as to the ability of the applicant to operate a bus line, and also as to public convenience and necessity for this operation. Testimony was also produced to show the magnitude of the activities of Camp Blanding, and the necessity for some kind of recreation for the selectees, especially during holidays and week ends.

5. At the close of the applicant's testimony a Motion was made in behalf of the protestants, Florida Motor Lines Corporation and Gator Motor Lines, Inc., that the taking of testimony of the protestants to this application be deferred until April 23, 1941, at which time the protestants would have a representative from Camp Blanding who would testify as to the exact needs of the Camp for transportation to the various beaches. This Motion was joined in by Orange Lines, Inc., who have also tendered the service proposed by the applicant.

6. The Commission considered this Motion, and in view of the fact that Shands Bridge was not yet entirely open for transportation, and a postponement of further hearing for a few days would not work a hardship on the applicant, decided to defer further testimony until April 23, 1941.

7. At the hearing on April 23, 1941, upon the application of Florida Motor Lines Corporation for an extension of its Certificate No. 8, including motor bus service from Camp Blanding to Gainesville, and from Camp Blanding to the beaches, a Staff Officer of the General at the Camp was produced as a witness who testified as to the needs of the personnel of the camp for motor bus transportation. He testified that the facilities at the present time at the Camp will accommodate fifty thousand and ninety-five, and that the normal contingent at the camp will approximate fifty thousand. In addition, during the month of July there would be brought into Camp Blanding for maneuvers the balance of the Fourth Army Corps now stationed at Fort Benning and Fort McPherson, and this will increase the number of troops quartered at Camp Blanding to about seventy thousand. He testified that there would be mass movements of troops, especially on holidays, pay days and week ends, and that generally leaves are granted to about eighty-five per cent of the personnel for week ends and holidays.

8. At the close of this testimony the applicant, John Oliver Miller, testified that since listening to the testimony he had agreed that there was a necessity for at least two carriers over the route between St. Augustine and Camp Blanding, and that he desired to withdraw any protest against the granting of the franchise to Florida Motor Lines Corporation.

9. The Commission has carefully considered the record made in this case, and also the testimony produced in the case of the Florida Motor Lines Corporation, and is of opinion that the personnel at Camp Blanding is entitled to transportation, and that the application should be granted.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of John Oliver Miller of St. Augustine, Florida, for an extension of his Certificate of Public Convenience and Necessity No. 210, to transport passengers and light express between St. Augustine, Florida, and Starke, Florida, via Highway No. 48, serving Green Cove Springs, Penney Farms and Camp Blanding, using schedules and rates as filed with the application as Exhibits "E" and "F", be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 27th day of May, 1941.

ORDER NO. 1460.

DOCKET NO. 892.

IN RE: APPLICATION OF HALIFAX TRANSFER COMPANY OF DAYTONA BEACH, FLORIDA, FOR A LIMITED COMMON CARRIER CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO TRANSPORT USED HOUSEHOLD GOODS, UNCRATED OFFICE FIXTURES, STORE FIXTURES AND STOCK, BETWEEN DAYTONA BEACH, FLORIDA, AND ALL POINTS AND PLACES IN THE STATE OF FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 776, dated April 15, 1941, this matter came on for formal hearing before the Railroad Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Thursday, May 8, 1941.

Leo P. Kitchen of the firm of Kitchen & Schwartz, Jacksonville, Florida, appeared for applicant.

Louis Ossinsky appeared for Ridgeway Transfer Company of Daytona Beach, Florida, protestant.

2. Halifax Transfer Company is a partnership composed of Walter C. Miller and George W. Liverett of Daytona Beach, Florida. This partnership has been in business and operating as Halifax Transfer Company for approximately sixteen years. It is a local transfer company operating within the city limits of Daytona Beach, Florida. In addition, this company acts as local agent for Flamingo Truck Lines, and also represents as agent the Gray Van Lines. The applicant seeks a Certificate as a Limited Common Carrier transporting household goods, uncrated, office fixtures, store fixtures and stock, in accordance with Rule No. 7 of this Commission. Mr. Walter C. Miller, one of the partners of the applicant, testified that he has had a number of applications to haul household goods from Daytona Beach to various points in the State but has been unable to haul these loads by reason of not having a certificate.

3. Ridgeway Transfer Company of Daytona Beach, Florida, holds Certificate from this Commission to engage in the carriage of household goods, store fixtures and equipment, and also holds a Certificate from the Interstate Commerce Commission to transport these commodities interstate. This is the oldest transportation company in the vicinity, having been in business forty-three years, and has operated under the Railroad Commission since it has had jurisdiction over auto transportation companies. The testimony shows that this company, although fully equipped to transport these commodities has not averaged over three

trips per month in or out of Daytona Beach, and it contends that there is not sufficient business to warrant the granting of a certificate to another carrier.

4. The Commission has carefully considered the record in this case and is of opinion that public convenience and necessity does not require the granting of this application as the territory seems to be adequately served.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Halifax Transfer Company of Daytona Beach, Florida, for a limited common carrier Certificate of Public Convenience and Necessity authorizing it to transport household goods uncrated, office fixtures, store fixtures and stock, in accordance with the law and the rules of this Commission, be and the same is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 7th day of May, 1941 .

ORDER NO. 1461,

DOCKET NO. 792.

IN RE: APPLICATION OF C. J. BOYNTON OF TALLAHASSEE, FLORIDA, FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO TRANSPORT UNDER CONTRACT WITH ORANGE STATE OIL COMPANY OF MIAMI, FLORIDA, GASOLINE AND OIL FROM PANAMA CITY, FLORIDA, TO QUINCY, FLORIDA, AND FROM PANAMA CITY, FLORIDA, TO BRISTOL, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 775, dated April 15, 1941, this matter came on for formal hearing before the Railroad Commission at its Hearing Room, Supreme Court Building Tallahassee, Florida, on Wednesday, May 7, 1941.

C. J. Boynton appeared in person.

W. J. Oven and C. E. Edwards appeared on behalf of Receivers of Seaboard Air Line Railway.

2. C. J. Boynton is the agent of Orange State Oil Company of Miami, Florida. This company is the Florida distributor for City Service products. Mr. Boynton distributes the petroleum products of the Orange State Oil Company within the counties of Leon, Franklin and Wakulla. He has now entered into a contract with the Orange

State Oil Company by which he has agreed to transport its products between Panama City and Quincy, and between Panama City and Bristol. He also desires the privilege of transporting these products from Jacksonville to these points in the event that the Panama City terminal should break down and these products would have to come out of the Jacksonville terminal. The transportation from Jacksonville would be an emergency haul and, in the opinion of the witness, would not occur very often.

3. The applicant produced an executed contract between the Orange State Oil Company and himself which showed the rates of transportation for gasoline and kerosene, the products he desires to transport. It also showed the rates on oils and greases in packages. The applicant, however, testified that it would not greatly inconvenience him if these oils and greases were not included in his certificate as these products are delivered to him by either common carrier truck or rail lines.

4. The Commission has carefully considered the record in this case and is of opinion that a Certificate should be granted to Mr. Boynton to transport gasoline and kerosene in bulk but that part of the application asking for the transportation of oils and greases in package should not be granted. The Commission is further of opinion that the rates to be charged should not be lower than common carrier rates.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of C. J. Boynton of Tallahassee, Florida, for a Certificate of Public Convenience and Necessity to transport as a contract carrier for Orange State Oil Company of Miami, Florida, gasoline and kerosene in bulk between Panama City and Quincy and between Panama City and Bristol, at rates not less than the rates charged by common carriers on these products, be and the same is hereby GRANTED.

It is further ORDERED that that part of the application which provides for the transportation of oils and greases be and the same is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 7th day of May, 1941.

ORDER NO. 1462,

DOCKET NO. 893.

IN RE: APPLICATION OF J. R. CROW, DOING BUSINESS AS FLORIDA-ALABAMA MOTOR LINES OF TROY, ALABAMA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER TRANSPORTING PASSENGERS, BAGGAGE, EXPRESS AND MAIL BETWEEN THE FLORIDA-ALABAMA STATE LINE AND MILTON, FLORIDA, OVER FLORIDA HIGHWAY NO. 37, THENCE OVER STATE HIGHWAY NO. 1, TO A POINT WHERE STATE HIGHWAY NO. 1 AND STATE HIGHWAY NO. 10 INTERSECT, AND THENCE TO FORT WALTON, FLORIDA, VIA FLORIDA HIGHWAY NO. 10, U. S. HIGHWAY NO. 98; AND ALSO BETWEEN THE FLORIDA-ALABAMA STATE LINE AND BAKER, FLORIDA, VIA STATE ROAD NO. 41, THENCE TO MUNSON, FLORIDA, VIA STATE HIGHWAY NO. 62, AND THENCE TO MILTON, FLORIDA VIA STATE ROAD NO. 190, AND THENCE TO PENSACOLA VIA STATE HIGHWAY NO. 1, SERVING INTERMEDIATE POINTS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 776, dated April 15, 1941, this matter came on for formal hearing before the Railroad Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Thursday, May 8, 1941.

T. Franklin West of Milton, Florida, appeared for applicant.

H. V. Greenslit, 720 S. Baldes Street, New Orleans, Louisiana, appeared for Teche Greyhound Lines, protestant.

H. H. Simms of Dothan, Alabama, appeared for St. Andrews Bay Transportation Company, protestant.

2. The applicant proposes ultimately to operate a bus line from Andalusia, Alabama, to Pensacola, Florida, serving Baker, Munson, Milton and other intermediate points, and also from Brewton, Alabama, to Fort Walton, Florida, serving Milton and other intermediate points. These two bus lines would cross at Milton, Florida, and the schedules have been arranged so that busses will arrive at Milton at the same time in order that passengers from both Alabama points would have a route either to Fort Walton or to Pensacola, Florida. This application, however, was for intrastate rights only within the State of Florida. At the hearing applicant moved to amend his application to authorize his service into Jay, Florida, and the Motion was granted.

The applicant has also filed his application with Alabama Public Service Commission for authority to operate intrastate in Alabama, and also with the Interstate Commerce Commission for authority to operate

interstate over both routes. The applicant testified that unless he could receive authority to operate interstate from the Interstate Commerce Commission in interstate commerce between points in Alabama and points in Florida, he would not desire intrastate rights in Florida. The applicant testified that he now owns two new busses and proposes to buy another to put on this operation. He also testified that he was financially able to properly conduct the operation if the Certificate is granted.

He proposes to operate schedules leaving Pensacola at 6:45 A. M. daily arriving at Andalusia, Alabama, at 9:35 A. M., and an afternoon schedule leaving Pensacola at 4:15 P. M. arriving at Andalusia at 7:05 P. M. Returning the applicant proposes to leave Andalusia at 7:30 A. M. arriving Pensacola at 10:20 A. M. and leaving Andalusia at 4:00 P. M. arriving Pensacola at 6:50 P. M.

For the other route he proposes a schedule leaving Fort Walton at 6:30 A. M. arriving Brewton, Alabama, at 8:30 A. M. and leaving Fort Walton in the afternoon at 4:00 P. M. arriving Brewton at 6:00 P. M. On the return trip he proposes to leave Brewton at 8:40 A. M. arriving Fort Walton at 10:40 A. M. and leave Brewton in afternoon at 6:10 arriving Fort Walton at 8:10 P. M.

3. The applicant produced a number of witnesses from the territory proposed to be served in Florida who testified as to public convenience and necessity for this operation. The testimony also shows that with the exception of the route between Milton and Pensacola, which is now served by Teche Greyhound Lines, and between Navarre and Fort Walton, a distance of approximately twelve miles, which is now served by St. Andrews Bay Transportation Company, none of this route is served by common carrier bus line. The applicant also produced Resolutions under the seal of the Town Council of the town of Milton, Florida, and under the seal of the Board of County Commissioners of Santa Rosa County, approving this application, and also presented a Resolution signed by the members of the School Board of Santa Rosa County approving the application.

4. The Vice President of the Teche Greyhound Lines, who is in charge of operations, opposed the granting of the application unless the same was operated with closed doors between Milton and Pensacola. He had no opposition to the granting of the other portion of the route but felt that by reason of the fact that his line operated several schedules as between Pensacola and Milton that the applicant should not be allowed to run over this route except with closed doors. The Teche Greyhound Lines, however, made no tender of service between Pensacola and Brewton, Alabama, or to Andalusia, Alabama, serving the intermediate points proposed to be served by the applicant, and stated that the cost of such operation would not justify it.

5. The Commission has carefully considered the record in this case, and is of opinion that the communities of Baker, Munson and Jay, and the other points intermediate to Milton and the Alabama-Florida State line, need a bus service, and that in order for such service to be remunerative it is necessary that the bus line operate into Pensacola and into Fort Walton so that it might receive the benefit of through passengers.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of J. R. Crow, doing business as Florida-Alabama Motor Lines, for a Certificate of Public Convenience and Necessity authorizing the transportation of passengers, baggage and express and mail between th Alabama-Florida State line and Milton, Florida, over State Highway No. 37, and thence over State Highway No. 1, to a point approximately four miles east of Milton where State Highways Nos. 1 and 10 intersect, and thence to Fort Walton over State Highway No. 10, with the right and authority to serve the town of Jay over State Road No. 62; and also between Florida-Alabama State line and Baker via State Highway No. 41, and thence to Munson over State Highway No. 62, and thence to Milton over State Highway No. 190, and thence into Pensacola, Florida, over State Highway No. 1, serving all intermediate points, be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 15th day of May, 1941.

ORDER NO. 1463,

DOCKET NO. 888.

IN RE: APPLICATION OF ATLANTIC DISTRIBUTING COMPANY OF ORLANDO, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TRANSPORTING UNDER CONTRACT WITH ATLANTIC REFINING COMPANY OF PHILADELPHIA, PENNSYLVANIA, PETROLEUM AND PETROLEUM PRODUCTS FROM JACKSONVILLE, FLORIDA, TO SANFORD, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 779 dated April 30, 1941, this matter came on for formal hearing before the Railroad Commission at its Hearing Room, Tallahassee, Florida, on Tuesday, May 13, 1941.

Addison L. Williams, 700 Daniel Street, Orlando, Florida appeared for applicant, Atlantic Distributing Company.

Reuben Ragland, 608 Consolidated Building, Jacksonville, Florida, appeared for Atlantic Coast Line Railroad Company, protestant. E. B. Rush, 18 Jefferson Street, Jacksonville, Florida, also appeared for the Atlantic Coast Line Railroad.

O. C. Beakes, 1500 Barnett Bank Building, Jacksonville, Florida, appeared for Flamingo Truck Lines, Inc.

Dan Schwartz of Kitchen and Schwartz, Jacksonville, appeared for Motor Fuel Transport, protestant.

2. The applicant, Atlantic Distributing Company, is a Florida corporation, organized on December 22, 1939, and began business on January 15, 1940. Austin Jones of 200 E. Princeton Avenue, Orlando, is President and General Manager. C. Barney Haynes, Route 1, Box 7, Orlando, Florida, is Vice President, and Pattie M. Morrey, 1515 Harwood Avenue, Orlando, is Secretary and Treasurer. The applicant is distributing agent for the Atlantic Refining Company in part of Volusia, Seminole, Lake, Osceola and Orange Counties. It has entered into a contract dated March 25, 1941, with Atlantic Refining Company of 260 S. Broad Street, Philadelphia, Pennsylvania, under which it has agreed to transport petroleum and petroleum products from Jacksonville to its bulk plant at Sanford, Florida. The contract shows that the rate for the transportation from Jacksonville to Sanford, Florida, is .0086 cents per gallon, and that the rate for transporting oil in packages is 20 cents per hundred weight.

The applicant desires to operate over U. S. Highway No. 17 between Jacksonville and Deland, and over U. S. Highways Nos. 17 and 92 between Deland and Sanford. The applicant has been hauling products between Jacksonville and Sanford and into Orlando for a period of more than a year but it was under the impression that it was transporting its own products and, therefore, required no authority from the Railroad Commission. As soon as it learned the Railroad Commission had jurisdiction over its operations it immediately made this application. The office of the company is in Orlando but its bulk plant is in Sanford. It also owns a service station at Ponce de Leon Springs, one in Deland, one in Sanford and eight in Orlando. It uses an International Truck and a Great Dane Trailer of 3500 gallons capacity. On its trip between Jacksonville and Sanford it serves its station in Ponce de Leon Springs, Deland and Sanford. When it reaches Sanford it computes how many gallons it needs for its filling stations in Orange County and the rest of the gasoline is pumped into the bulk plant at Sanford. By this method of transportation it saves considerable trouble and expense by being able to serve its filling stations in Ponce de Leon Springs, Deland and Sanford on its regular route and not having to serve them out of its bulk plant in Sanford. Its tank truck is equipped with a meter and when it passes through Ponce de Leon Springs, Deland and Sanford its filling

stations are served direct from this tank truck. If the gasoline was shipped by rail from Jacksonville to Sanford and these other towns had to be served out of Sanford, it would greatly increase the expense to the company and inconvenience the dealers.

The applicant proposes to make one trip a day. Its truck will leave Sanford about 3:00 o'clock in the morning for Jacksonville arriving there about 7:00 or 7:30 A. M. and on return trip arriving Sanford between 12:30 and 1:00 in the afternoon.

3. It proposes in its application to transport lubricating oils in cans on this bulk truck. The cans come in quart, five quarts and five gallon sizes and the truck has a compartment that will hold from ten to fifteen cases. Most of the package goods are now shipped by rail or by common carrier truck lines.

4. Although the applicant applied for a Certificate to operate between Jacksonville and Sanford only, the testimony indicates that the largest business is in Orlando as there are eight filing stations in Orlando to be served. It appears that the applicant is required by the oil company to transport its gasoline from Sanford to Orlando without additional compensation. The testimony indicates, however, that through the commission it receives for the handling of this gasoline it receives compensation for the transportation of gasoline into Orlando, and that the operation between Sanford and Orlando comes under the jurisdiction of the Commission. In view of this testimony, the applicant, during the hearing, moved that his application be amended to cover Orlando so that the application would read between Jacksonville and Orlando, Florida. This motion was granted by the Commission and the application was amended.

5. The Commission has carefully considered the application, the contract and the record in this case and is of opinion that the application should be granted with the provision that the transportation be limited to gasoline and fuel oil in bulk and that the rates to be charged would not be less than those now charged by rail and motor common carriers, and that the transportation of lubricating oils in cans be denied.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Atlantic Distributing Company of Orlando, Florida, to transport under contract with the Atlantic Refining Company, gasoline and fuel oils in bulk only between Jacksonville and Orlando using U. S. Highways Nos. 17 and 92, at rates not less than those now charged for the same service by rail and motor carriers, be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 15th day of May, 1941.

ORDER NO. 1464,

DOCKET NO. 684.

IN RE: APPLICATION OF W. C. AND L. H. BURNS, DOING BUSINESS AS BURNS BROTHERS TRUCK LINE, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER OF FREIGHT BETWEEN JACKSONVILLE AND OCALA SERVING THE NAVAL AIR BASE, MIDDLEBURG AND OTHER POINTS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1245 dated December 27, 1939, W. C. and L. H. Burns, doing business as Burns Brothers Truck Line, was granted a Certificate of Public Convenience and Necessity authorizing the transportation of freight in common carriage by motor vehicle between Jacksonville and Silver Springs, Florida, serving Middleburg, Penny Farms, Keystone Heights, Melrose, Johnson and Fort McCoy over State Roads Nos. 68, 80 and 244.

2. The files of the Commission show that Burns Brothers Truck Line has never instituted operations under Order No. 1245, and has never complied with the rules and regulations of the Commission as to the registering of vehicles and the filing of insurance. From time to time the Commission has granted extensions of time within which to begin operations.

3. The last extension was for a period of thirty days from March 17, 1941, and this company was advised that this was the last extension that would be granted. Under this extension the time for beginning operations expired on April 17, 1941. The Commission has received no communication from Burns Brothers Truck Line or its attorney, and no steps have been taken to begin the operations under said order, and no Certificate of Public Convenience and Necessity has been issued under said order by reason of the failure of the grantee of such certificate to comply with the law.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that on account of the failure of W. C. and L. H. Burns, doing business as Burns Brothers Truck Line, to qualify and begin operations over the route granted by this Commission, all authority granted to Burns Brothers Truck Line, and all right to operate under the terms of said Order No. 1245, be and the same are hereby REVOKED and CANCELED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 21st day of May, 1941.

ORDER NO. 1465.

DOCKET NO. 677.

IN RE: APPLICATION OF A. D. COSSON OF DEFUNIAK SPRINGS, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER OF PASSENGERS FROM FLORALA, ALABAMA, TO DEFUNIAK SPRINGS; THENCE TO FREEPORT, POINT WASHINGTON AND GRAYTON BEACH, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1208, dated November 14, 1939, A. D. Cosson of DeFuniak Springs, Florida, was granted a Certificate of Public Convenience and Necessity as a Common Carrier of Passengers from the Florida-Alabama line to DeFuniak Springs—thence to Freeport—thence to Grayton Beach, using State Highways Nos. 40 and 10 and U. S. Highway No. 90.

2. The files of the Commission show that A. D. Cosson filed his schedules with the Commission and operated for a period of about two weeks. He then wrote the Commission and requested a suspension of his operation until the Choctawhatchee Bay bridge was completed as the State Road Department refused to permit him to ferry his bus across said bay. The Commission granted an extension until the bridge across the bay was completed. In the meantime, and on or about August 31, 1940, Mr. Cosson wrote the Commission that his bus had burned and asked for a further suspension of his operation until he could secure another bus. The Commission granted him leave to suspend his operations for a period of ninety days from the date on which his bus burned. This suspension was dated September 3, 1940.

On February 7, 1941, the Commission granted a further suspension of ninety days, and advised Mr. Cosson that unless operations were commenced on or before the expiration of said ninety day period his Certificate would be canceled.

On May 16, 1941, the Commission notified Mr. Cosson that the period of suspension of his operation had expired on May 7, 1941, and that Certificate of Public Convenience and Necessity would be canceled unless he appeared before the Commission on Tuesday, May 20, 1941, and present some good and sufficient reason for further extension.

3. The Commission was in session on May 20, 1941, but neither Mr. Cosson nor his attorney appeared before it to make any representations or explanation as to why he did not resume operations.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that for the reasons set

forth herein Certificate of Public Convenience and Necessity of A. D. Cosson, of DeFuniak Springs, Florida, authorizing transportation of passengers by motor vehicle between the Florida-Alabama line to DeFuniak Springs, Freeport, Point Washington and Grayton Beach, using Highways Nos. 40, 10 and U. S. Highway No. 90, be and the same is hereby CANCELED and REVOKED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 21st day of May, 1941.

CITATION

ORDER NO. 1466,

DOCKET NO. 100-106.

IN RE: CITATION AGAINST SUDDATH MOVING & STORAGE COMPANY OF JACKSONVILLE, FLORIDA, FOR VIOLATION OF TARIFF AND OF RULE GOVERNING MAXIMUM HOURS OF SERVICE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. On February 27, 1941, Citation was issued against Suddath Moving & Storage Company charging it with violation of the tariff and of Rule 51, in that it permitted one of its drivers to work continuously for approximataly twenty-five hours on or about February 7th and 8th, 1941, in transporting household goods between Miami and Jacksonville. It was also charged that a violation of the law and rules of the Commission in that it transported a load of household goods from Miami to Jacksonville at a rate less than that prescribed by Household Goods Tariff No. 1.

2. Hearing was held on this Citation on May 9, 1941 at Tallahassee, Florida.

Leo P. Kitchen of the firm of Kitchen & Schwartz, Jacksonville, Florida, represented the respondent and entered a plea of not guilty.

2. Testimony was produced before the Commission by one of its Inspectors that respondent allowed the driver of one of its trucks to work continuously from 5:00 o'clock Friday afternoon, February 7, 1941, until 6:20 P. M. on Saturday, February 8, 1941, a period of twenty-four hours and twenty minutes on duty. The company contended that it had checked out this driver before noon and that if he had left immediately he could have gotten to Jacksonville in time to observe the Hours of Service law and delivered the load of household goods on

the following Monday. The driver, however, was anxious to return home so he voluntarily stayed on duty during this time in order to return to his home on Sunday.

3. The second count in the Citation charging violation of the Household Goods Tariff No. 1, was nolle prossed.

4. The Commission has considered the evidence in this case and is of opinion that the respondent is guilty under count one of the Citation.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Suddath Moving & Storage Company is guilty as charged in COUNT ONE of the Citation in that it permitted one of its drivers to violate the Hours of Service law, and has incurred penalties which are hereby fixed as follows:

(a) REVOCATION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 88.

(b) PAYMENT TO THE TREASURER OF THE STATE OF FLORIDA OF A FINE OF $10.00.

It is further ORDERED that this order shall take effect on June 20, 1941, and that payment of said fine will be accepted as full satisfaction of the judgment herein rendered, otherwise the revocation of said Certificate shall stand and be enforced on said date.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 10th day of June, 1941.

CITATION

ORDER NO. 1467,

DOCKET NO. 100-100.

IN RE: COMPLAINT AGAINST LEONARD BROTHERS TRANSFER & STORAGE COMPANY OF MIAMI, FLORIDA, FOR VIOLATING THE TERMS AND LIMITATIONS OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This Commission issued Citation Order No. 1430, dated March 25, 1941, charging the respondent, Leonard Brothers Transfer & Storage Company, with a violation of the terms, conditions and limitations of its Certificate in that it did on or about March 13th and 14th, 1941, transport four truck loads of bar steel of various lengths from Miami

to Key West over State Highway No. 4, and on March 12th, 1941, transported by motor truck thirty-one transformers for the Florida Power & Light Company from Miami to Sarasota. Hearing was held on this Citation at the Hearing Room of the Commission, Tallahassee, Florida, on May 9th, 1941.

Leo P. Kitchen and Dan Schwartz of Jacksonville, Florida, appeared for Leonard Brothers Transfer & Storage Company and entered a plea of not guilty on the part of the respondent.

2. The evidence and testimony of the Inspector of the Commission is conclusive that the transportation of thirty-seven and a half tons of steel from Miami to Key West of various lengths, some being forty feet long, was made by respondent, and also that the respondent transported thirty-one transformers for the Florida Power & Light Company from Miami to Sarasota, Florida, on March 12, 1941. The respondent did not deny that it transported these commodities but contended that it had authority to do so under its Certificate of Public Convenience and Necessiy and the orders of this Commission.

3. The Commission has carefully considered the record in this case and is of opinion that respondent has violated the terms, conditions and limitations of its authority in transporting these commodities.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Leonard Brothers Transfer & Storage Company is guilty as charged and has incurred penalties which are hereby fixed as follows:

(a) REVOCATION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 169.

(b) PAYMENT TO THE TREASURER OF THE STATE OF FLORIDA OF A FINE OF $50.00.

It is further ORDERED that this order shall take effect on June 20, 1941, and that payment of said fine will be accepted as full satisfaction of the judgment herein rendered, otherwise the revocation of said Certificate shall stand and be enforced on said date.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 10th day of June, 1941.

ORDER NO. 1468,

DOCKET NO. 886.

IN RE: APPLICATION OF C. W. HORTON OF PORT ST. JOE, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A LIMITED COMMON CARRIER TRANSPORTING USED UNCRATED HOUSEHOLD GOODS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 780, dated April 30, 1941, this matter came on for hearing before the Railroad Commission of the State of Florida, at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on May 21, 1941.

E. Clay Lewis, Jr., of Port St. Joe, Florida, appeared for applicant.

No one appeared to protest the application.

2. The applicant has been engaged in local transfer business in Port St. Joe. He uses a stake body truck for this purpose. He has been the agent of the Aero-Mayflower Transfer Company, and whenever he secures a load of furniture to be transported outside of Gulf County he is forced to secure this company to make the haul. He has had a number of calls to render service of this kind and feels that since Port St. Joe is a growing city, and an airport is soon to be built there, that there will be a demand for this kind of service, and for this reason he has filed his application with the Commission. He filed a statement of his assets and liabilities, and testified that he was financially able to provide the necessary equipment to efficiently perform this service. The applicant agreed to abide by all of the rules and reguliations of the Commission, and to comply fully with such rules and the law regulating this transportation.

3. The Commission has carefully considered the record, and is of opinion that public convenience and necessity require the granting of the application, and the issuance of a Certificate when the applicant has fully complied with the law.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of C. W. Horton of Port St. Joe, Florida, for a Certificate of Public Convenience and Necessity as a limited common carrier transporting by motor vehicle used household goods, office fixtures and store fixtures and the stock of the store, the fixtures of which are to be moved, be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 21st day of May, 1941.

ORDER NO. 1469,

DOCKET NO. 865.

IN RE: APPLICATION OF LIBERTY FILM LINES OF DALLAS, TEXAS, AUTHORIZED TO DO BUSINESS IN THE STATE OF FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A CONTRACT CARRIER TRANSPORTING UNDER CONTRACT FOR FILM FORWARDING AGENCY, A TEXAS CORPORATION, QUALIFIED WITH THE SECRETARY OF STATE OF THE STATE OF FLORIDA, TO DO BUSINESS IN THE STATE OF FLORIDA, BY MOTOR VEHICLE MOTION PICTURE FILMS AND MOTION PICTURE ADVERTISING MATTER TO VARIOUS MOTION PICTURE THEATRES AND SHOW HOUSES IN THE STATE OF FLORIDA USING CERTAIN HIGHWAYS OF THE STATE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This application was filed with the Railroad Commission on March 7, 1941, and under Notice No. 777, dated April 15, 1941, was set down for hearing at Tallahassee, Florida, on Tuesday, May 6, 1941. For good cause shown the hearing of this application was postponed until Tuesday, May 13, 1941.

2. Pursuant to Notice No. 779, dated April 30, 1941, this matter came on for formal hearing before the Railroad Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Tuesday, May 13, 1941. The following appearances were entered:

Claude Ogilvie, Atlantic National Bank Annex, Jacksonville, Florida, appeared for applicant

Leo P. Kitchen and Dan. R Schwartz of Jacksonville, Florida, appeared for Overseas Transportation Company.

W. J. Oven, Tallahassee, Florida, appeared for Seaboard Air Line Railway.

J. R. Hunter, Tallahassee, Florida, for Railway Express Agency.

O. C. Beakes, Barnett Bank Building, Jacksonville, Florida, for Flamingo Truck Lines, Inc.

3. The Liberty Film Lines is a contract carrier by motor vehicle operating in Texas, and has for many years transported motion picture films and advertising matter relating to these films for Film Forwarding Agency in the State of Texas. It has applied to this Cmmission for a Certificate of Public Convenience and Necessity to perform similar services for the same company in the State of Florida. It proposes to use light and speedy trucks with all modern safety devices and especially

equipped for this kind of movement. It is of opinion that ten pieces of equipment, that is to say—eight in actual operation with two in reserve —will be adequate to take care of the territory proposed to be served. It is adequately financed to provide this equipment, and also to provide additional equipment if it becomes necessary. It has agreed to comply with all rules and regulations of the Railroad Commission and the laws of Florida in its operation. It will establish headquarters at Jacksonville, Florida, and proposes to also establish terminal facilities at Miami, Tampa and Jacksonville, and such other points in the State as it finds necessary. It does not propose to haul films for any other agency except Film Forwarding Agency, and will take its instructions as to destinations and schedules from this company.

The plan of this operation is that schedules will be perfected under which this company will transport moving picture films and advertising matter from one exhibitor in the State of Florida to another so that the most extensive use of motion picture films may be accomplished. It is proposed that the carrier will be furnished keys to the various theatres and show houses, or that some compartment may be established outside these houses, in which the film will be placed after the show closes at night. The carrier will pick up this film, transport it to the next exhibitor and leave in its place a film that is to be shown in that picture show.

4. Testimony was produced by the applicant to show that motion picture films are a perishable commodity and require specialized service. There are a number of major exchanges or producers operating in the United States who produce motion pictures. Each of these major producers has a salesman who visits the exhibitors in advance of the actual production of the picture and sells him pictures for a whole season. These films are shown first at what are called first run theatres, and then the second, third and last run theatres, and it generally takes many months to liquidate the film through all of the theatres in Florida.

At the present time these films are gathered from the various exchanges by a Forwarding Company in Atlanta, Georgia, and the films that are to be used in Florida are generally bundled together, labelled and shipped to the various exhibitors in the State by the Railway Express Agency. Some of these films, especially those that are used in the Sparks Theatres, are now shipped out of Jacksonville by Flamingo Truck Lines, Inc., and this company testified that it was ready, able and willing to transport films for any other exchanges that would contract with it.

Under the present arrangement, Film Forwarding Company proposes to set up headquarters in Jacksonville for the receiving, transportation, repairing and inspection of the films, and it is claimed that this

arrangement will expedite the transportation of these films to the various exhibitors in Florida, and will also expedite the inspection and repairing of the films as it will not be necessary to send them to Atlanta for such inspection and repair.

5. Film Forwarding Company has not yet contracted with any of the producers for films as these companies make no contracts with forwarding agencies, but it has been assured by a number of the larger companies that it can handle their films in the State of Florida. These films will be shipped to the forwarding agency at Jacksonville via Railway Express Agency and will be handled out of Jacksonville to the various exhibitors in the State. The Film Forwarding Agency would be required to get these films to the various exhibitors in the State who have contracted for them, and they are at liberty to use any transportation agency that they see fit. It has entered into a contract with Liberty Film Lines as a contract carrier to deliver these films as it has had experience with this company in Texas and found them to be reliable carriers. It will pay to the Liberty Film Lines the prevailing express rates for this service, and will not pay them a lower rate than the published express rate. Film Forwarding Agency has no connection whatsoever with the producers of the films, and it routes the films in accordance with the producers instructions.

Contracts with various exhibitors are made by the producers and the producers inform the exhibitors when they may receive these films for showing. It is the duty of the Film Forwarding Agency to see that these films reach the exhibitor in time for exhibition. After the films are shown in some particular motion picture houses they are returned to Jacksonville for inspection and repair, and then sent to the next exhibitor. For this inspection and repair a fee is paid to the Film Forwarding Agency. Although the bookings for the various theatres have been made in advance the films are turned over to Film Forwarding Agency at Jacksonville, and in case of loss or damage the Film Forwarding Agency is held responsible for it.

6. The Railway Express Agency produced testimony to show that it had carefully gone over the points to be served in this application and that the Express Agency serves every point. It contended that it serves these points by fast passenger trains and read into the record its schedules for all points involved. It also contended that it gave motion picture films special treatment; that it received large revenue from the movement of these films and used utmost care in handling them; that the service has been adequate and satisfactory and that it has had no complaint from moving picture distributors or the theatres in the various towns. It also testified that it had adequate facilities for handling all of the motion picture films to be used in the State of Florida.

7. Flamingo Truck Lines, Inc., produced testimony to show that it now is engaged in the transportation of films and had special equipment and special schedules for that purpose; that it serves a greater part of the territory sought to be served by the present applicant, and that it was ready, willing and able to transport all of the films offered to it for transportation.

8. The Commission has carefully considered this application, and the record, and makes the following findings:

(a) That the moving of motion picture films and motion picture advertising matter, as is proposed in this application, is a movement in intrastate commerce.

(b) That public convenience and necessity of maintaining and protecting existing transportation systems in the State, and of fostering a fair distribution of traffic on the highways to the end of maintaining all necessary facilities and not inconveniencing the public by inordinate uses of its highways for purpose of gain, will not be infringed upon nor defeated by the granting of this application.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Liberty Film Lines of Dallas, Texas, for a Certificate of Public Convenience and Necessity as a contract carrier transporting under contract with Film Forwarding Agency by motor vehicle motion picture films and motion picture advertising matter to various motion picture theatres and show houses in the cities and delivery points along State Road No. 4 between Jacksonville and Miami; State Road No. 4-A between Miami and Florida City; State Road No. 21 between Daytona Beach and Deland; State Road No. 3 between Jacksonville, Palatka, Deland and Orlando; State Road No. 2 between Orlando and Haines City; State Road No. 17 between Haines City, Plant City, Tampa and Clearwater; State Road No. 15 between Tarpon Springs, Clearwater and St. Petersburg via Gandy Bridge into Tampa; State Road from Orlando to Ocoee, thence to Oakland, Clermont, Groveland, Center Hill, and into Bushnell; on State Road No. 2 between Orlando, Tavares, Leesburg, Belleview and Ocala; State Road No. 8 between Haines City, Avon Park and Sebring; on State Road No. 162 between Sebring and Zolfo Springs; on U. S. Highway No. 17 between Haines City, Winter Haven and Bartow; on State Highway No. 2 between Bartow, Wauchula, Arcadia, Punta Gorda; on State Road No. 5 between Tampa, Bradenton, Sarasota, Punta Gorda and Fort Myers; and on State Road No. 1 between Jacksonville, Lake City, Live Oak, Tallahassee, Marianna and DeFuniak Springs; on State Road No. 13 between Baldwin and Waldo; on State Road No. 31 between Gainesville and Ocala; and on State Road No. 23 between Ocala and Plant City; be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 15th day of May, 1941.

COMMISSIONER MATTHEWS DISSENTING:

I disagree to the entry of the foregoing order on the ground that there is nothing in the record to show that the service proposed by the applicant, Liberty Films Lines, is not now adequately performed by the rail and motor common carriers operating in the territory involved, and that the loss of business likely to be sustained by the said common carriers will seriously affect their operating revenues.

ORDER NO. 1470,

DOCKETS NOS. 449 AND 326.

IN RE: JOINT APPLICATION OF GEORGIA STAGES, INC., OF ALBANY, GEORGIA, AND CLARKE MOTOR LINES, INC., OF DONALDSONVILLE, GEORGIA, FOR APPROVAL OF A LEASE BETWEEN THE PARTIES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

This matter coming on for consideration before the Commission of an application of Georgia Stages, Inc., of Albany, Georgia, and Clarke Motor Lines, Inc., of Donaldsonville, Georgia, for approval of a lease by Clarke Motor Lines of all of its property and operating rights to Georgia Stages, Inc., of Albany, Georgia, and it appearing:

(1) That Clarke Motor Lines is the owner and holder of Certificate No. 214 issued by this Commission authorizing it to transport passengers, mail, baggage and newspapers from Marianna, Florida, over State Highway No. 1 to the junction of State Highway No. 90; thence over State Highway No. 90 to Greenwood and Bascom; thence to the toll bridge over the Chattahoochee River, and thence to the Georgia-Florida State line enroute to Albany, Georgia, and has been operating under this Certificate continuously since its granting.

(2) That it has entered into an agreement with Georgia Stages, Inc., to sell and transfer all of its rights and privileges under said Certificate No. 214 to the Georgia Stages, Inc.

(3) That application has been made to the Interstate Commerce Commission and the Georgia Public Service Commission for approval of this transfer and sale, and that upon re-

ceiving approval from these regulating bodies it will make proper application to this Commission for authority to sell and transfer such Certificate.

(4) That Clarke Motor Lines, Inc., is in bad financial condition, and is unable to continue operation under its Certificate pending approval of its sale and transfer, and now seeks approval of a temporary lease under the terms of which Georgia Stages, Inc., will take over and operate under Certificate No. 214 and comply with all the rules, orders and regulations of this Commission with respect thereto.

(5) That failure to approve this lease will probably result in the abandonment of service by Clarke Motor Lines, Inc.

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the lease agreement by and between Clarke Motor Lines, Inc., and Georgia Stages, Inc., under which Georgia Stages, Inc., will take over and operate the schedules now being operated by Clarke Motor Lines, Inc., for a period of one hundred and eighty days, and until authority has been received from the Interstate Commerce Commission for approval of the transfer of this Certificate, be and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 9th day of June, 1941.

CITATION

ORDER NO. 1471,

DOCKET NO. 100-53.

IN RE: COMPLAINT AGAINST FIVE TRANSPORTATION COMPANY OF BRUNSWICK, GEORGIA, FOR FAILURE TO FILE ANNUAL REPORT FOR 1940.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

By Order No. 1443, dated April 30, 1941, Five Transportation Company was charged with a violation of the law and rules and regulations of this Commission in that it had failed to file on or before the 31st day of March, 1941, its Annual Report for the calendar year 1940.

Hearing was had on this Citation on May 20, 1941 at Tallahassee, Florida.

A. E. Fiveash appeared for respondent.

The testimony was conclusive, and in fact admitted by the respondent, that it had failed to file its Annual Report for the year 1940 within

the time required by law. The report was filed on May 20, 1941, the date of the hearing. Testimony also shows that this company has been very lax in complying with the laws and has several times failed to file its Annual Report promptly, and that the reports when filed were not acceptable to the Commission.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Five Transportation Company of Brunswick, Georgia, is guilty as charged in the citation and has incurred penalties for such violations which penalties are hereby fixed as follows:

(1) REVOCATION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 15.

(2) PAYMENT TO THE TREASURER OF THE STATE OF FLORIDA, TALLAHASSEE, FLORIDA, OF A FINE OF $50.00.

It is further ORDERED that this order shall be and become effective as of June 20, 1941, and that the payment of said fine of $50.00 imposed herein as a fine will be accepted as full satisfaction of the judgment rendered herein, otherwise the revocation of said Certificate shall stand and be enforced.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 9th day of June, 1941.

ORDER NO. 1472,

DOCKET NO. 100-121.

IN RE: APPLICATION OF FLORIDA MOTOR LINES CORPORATION OF JACKSONVILLE, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 8 TO INCLUDE MOTOR BUS COMMON CARRIER TRANSPORTATION OF PASSENERS, BAGGAGE, MAIL AND LIGHT EXPRESS FROM CAMP BLANDING TO GAINESVILLE, AND FROM CAMP BLANDING TO ST. AUGUSTINE, AND FROM CAMP BLANDING TO THE BEACHES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 773, dated March 24, 1941, this matter came on for formal hearing before the Railroad Commission at its Hearing Room, Tallahassee, Florida, on April 23, 1941.

A. Y. Milam of Jacksonville, Florida, appeared for the applicant.

Sam Kassewitz of Jacksonville, Florida, and Ausley & Ausley of Tallahassee, Florida, appeared for Orange Lines, Inc., protestant.

A. W. Chadwick, Jr., of St. Augustine, Florida, appeared for John Oliver Miller, protestant.

2. At the hearing Orange Lines, Inc., through its counsel, filed its petition to intervene, and protested the granting of the application, and also filed a tender of service and asked that further hearing be postponed until May 8, 1941 at which time a similar application on the part of Orange Lines, Inc., would be heard. Orange Lines, Inc., was permitted to intervene in this hearing but its motion for postponement was denied. Since the hearing, and on May 22, 1941, an interline contract and agreement between Florida Motor Lines Corporation, S. Bryan Jennings and Wm. J. Porter and Orange Lines, Inc., was filed with this Commission by which Florida Motor Lines Corporation agreed to protect and not to invade or damage in any respect the carriage of Orange Lines, Inc., between Camp Blanding and Jacksonville; between Camp Blanding and Starke; between Camp Blanding and Green Cove Springs, and on its part Orange Lines, Inc., agreed that it will not attempt to extend its operations as a common carrier of passengers beyond Green Cove Springs, or beyond Starke, or beyond Camp Blanding to any city, town or community then being served by Florida Motor Lines Corporation, or over any route or any territory being served by Florida Motor Lines Corporation; and also agreed to limit its service especially to the carriage from Camp Blanding to Starke; Camp Blanding to Jacksonville; Blanding to Green Cove Springs, and to charter parties from Camp Blanding to other points in the State of Florida. In view of this interline contract and agreement, Orange Lines has also withdrawn its application to serve the territory now sought to be served in the present application by Florida Motor Lines Corporation.

3. John Oliver Miller of St. Augustine, Florida, who now holds a certificate and is authorized to transport passengers and light express between St. Augustine and Camp Blanding serving intermediate points, and who appeared at this hearing as a protestant, withdrew all opposition and protest against the granting of the franchise to Florida Motor Lines Corporation.

4. Florida Motor Lines Corporation proposes to operate from Camp Blanding to Gainesville over State Road 48 to Starke; thence over State Road 13 via Waldo to Gainesville with optional use of the new defense highway proposed from Camp Blanding to Starke, or the defense highway proposed from Camp Blanding to Hampton. It was suggested to the applicant from the bench that a better route between Camp Blanding and Gainesville would probably be Road 48 to its intersection with Road 68, thence South over Road 68 through Keystone Heights to Melrose,

and thence over Road 267 through Orange Heights to Gainesville; that this road would be less congested and, in addition, the carrier would be enabled to serve the points of Keystone Heights, Melrose and Orange Heights.

The applicant also proposed a service between Camp Blanding and St. Augustine over State Road 48 via Green Cove Springs, Benajmin Lee II Field and Orangedale using Shands Bridge. At St. Augustine it would connect with its numerous schedules covering the entire East Coast including the beaches of Daytona Beach and Flagler Beach.

The applicant also proposed a service between Camp Blanding and the Jacksonville beaches using Road 48 to Green Cove Springs and across Shands Bridge; over Road 306 to State Road 78; thence over Road 78 to Jacksonville Beach and Atlantic Beach.

The applicant already has operating rights over State Road 78. It appeared at the hearing that that portion of Road 306 between the East end of Shands Bridge to the intersection with State Road 4, a distance of about twelve miles, is not a paved road but it is a good graded road and susceptible to motor bus operation. However, the applicant proposed an alternate route until this portion of the road is completed. The alternate route would require the using of State Road 47 between the East end of Shands Bridge and the intersection of Road 47 and a County road, a distance of approximately eleven miles; thence to Kenny Park, a distance of approximately nine miles to State Road 4; thence down State Road 4 about one and a half miles to the intersection of Roads 4 and 306; thence over Road 306 to Road 78, and thence over Road 78 to the beaches.

5. The applicant, Florida Motor Lines Corporation, now serves most of the routes and territory sought in its application. It serves Green Cove Springs, St. Augustine and all points on the East Coast; it also serves Starke and Gainesville, Palatka, Hawthorne, Keystone Heights, Waldo, Lake Butler and Baldwin. It also serves over State Road 47 from the East end of Shands Bridge to Jacksonville; over State Road 78 between Jacksonville and the beaches. The purpose in filing this application is to give to the soldiers now quartered at Camp Blanding access to the general service furnished by it to the various points in the State, and especially to the beaches such as Atlantic, Jacksonville, Flagler and Daytona, and also to such points of interest as Silver Springs, Marineland and Cedar Keys.

6. Major Harry A. Johnston, Camp Intelligence Officer of Camp Blanding, representing the Commanding Officer of the Camp, testified that there are now quartered at Camp Blanding more than fifty thousand troops. In addition, there is quite a large civilian personnel employed in and around the camp. About two hundred non commissioned officers

and their families reside in Gainesville and a number are residents of St. Augustine, Jacksonville and surrounding communities. A large majority of the men quartered at Camp Blanding are granted leaves over the week-ends. Testimony indicated that there would be a minimum of ten thousand of these men who would probably visit the beaches and other places of interest and amusement over the week-ends and holidays.

The headquarters and station complement of the Camp is very anxious to provide the best facilities of all kinds for the troops stationed at the camp during their period of training, and especially desires that provision be made for adequate transportation in order that they may obtain proper recreation and diversion. Supplying transportation for this number of men is quite a problem, and the need for adequate motor bus transportation is great.

A witness for the applicant testified that it would be able to allocate to this service during holidays and week-ends about twenty-five of its largest and best busses. In addition to this, that it had an arrangement with the Motor Transit Company of Jacksonville to furnish additional busses if the same should be needed.

7. The Commission has carefully considered the record in this case and is of opinion that the granting of this application is required by public convenience and necessity, and will aid in supplying adequate transportation to the large number of soldiers quartered at Camp Blanding.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Florida Motor Lines Corporation for an extension of its Certificate of Public Convenience and Necessity No. 8 to include motor bus common carriage of passengers, baggage, mail and light express between Camp Blanding and Gainesville, Florida, using State Road 48 to its junction with State Road 68; thence over State Road 68 through Keystone Heights to Melrose; thence over State Road 267 from Melrose to Gainesville, with the right to use the proposed new defense highway which is to be constructed from Camp Blanding to Hampton as an alternative route; and also between Camp Blanding and St. Augustine, Florida, using State Road 48 via Green Cove Springs, Benjamin Lee II Field and Orangedale via Shands Bridge; and also between Camp Blanding and the Jacksonville beaches using State Road 48 to Green Cove Springs and across Shands Bridge; thence over State Road 306 from Orangedale via Durbin to the intersection of State Road 78 South of Ponte Vedra and there connecting with applicant's present route to Jacksonville Beach and Atlantic Beach; as an alternate route from Orangedale over Road 47 to the intersection of a County Road South of Juliaton Creek, a distance of eleven miles; thence to Kenny Park, approximately nine miles; thence

over State Road No. 4 South, one and one-half miles, to its intersection with State Road 306, and thence over Road 306 to its intersection with Road 78, be and the same is hereby GRANTED.

It is further ORDERED that the applicant be, and it is hereby required to file its schedules which it proposes to operate over this route showing the service it proposes to offer to the points involved, and especially to the beaches.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 27th day of May, 1941.

CITATION

ORDER NO. 1473,

DOCKET NO. 700.

IN RE: CITATION AGAINST JACK COLE COMPANY, INC., FOR OPERATING WITHOUT RAILROAD COMMISSION NUMBER PLATES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

By Order No. 1449, dated May 10, 1941, this Commission found Jack Cole Company, Inc., of Birmingham, Alabama, guilty of having operated certain equipment without Railroad Commission number plates, and assessed penalties against the company including a fine of $50.00. It now appearing that the fine has been paid:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the payment of the said fine of $50.00 be and the same is hereby accepted as full satisfaction of the judgment rendered in Order No. 1449, and that said Citation be, and the same is, hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 11th day of June, 1941.

ORDER NO. 1474 (Amending Order No. 1459),

DOCKET NO. 573.

IN RE: APPLICATION OF JOHN OLIVER MILLER OF ST. AUGUSTINE, FLORIDA, FOR EXTENSION OF HIS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 210, TO AUTHORIZE TRANSPORTATION OF PASSENGERS AND LIGHT EXPRESS BETWEEN ST. AUGUSTINE AND STARKE, FLORIDA, VIA STATE HIGHWAY 48, SERVING GREEN COVE SPRINGS, PENNY FARMS AND CAMP BLANDING, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1459 dated May 27, 1941, the application of John Oliver Miller of St. Augustine, Florida, was granted, and he was authorized to transport passengers and light express between St. Augustine and Starke, Florida, via Highway No. 48. It was not the purpose of this Commission to grant authority to the applicant to serve Starke, Florida, but to restrict him to the service between St. Augustine and Camp Blanding, and intervening points. It is the opinion of the Commission that Order No. 1459 should be amended by striking out the authority to serve Starke, Florida, so that the order will read as follows:

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of John Oliver Miller of St. Augustine, Florida, for an extension of his Certificate No. 210 to transport passengers, and light express between St. Augustine, Florida, and Camp Blanding, Florida, via Highway No. 48, serving Green Cove Springs and Penny Farms, using schedules and rates as filed with the application as Exhibits "E" and "F", be and the same is hereby GRANTED."

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 12th day of June, 1941.

CITATION

ORDER NO. 1475,

DOCKET NO. 100-106.

IN RE: CITATION AGAINST SUDDATH MOVING & STORAGE COMPANY OF JACKSONVILLE, FLORIDA, FOR VIOLATION OF TARIFF AND OF RULE GOVERNING MAXIMUM HOURS OF SERVICE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

By Order No. 1466, dated the 10th day of June, 1941, this Commission found Suddath Moving & Storage Company of Jacksonville, Florida, guilty

of having violated the Hours of Service law, and assessed penalties against the company including a fine of $10.00. It now appearing that the fine has been paid:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the payment of said fine of $10.00 be and the same is hereby accepted as full satisfaction of the judgment rendered in Order No. 1466, and that said Citation be, and the same is, hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 20th day of June, 1941.

ORDER NO. 1476,

DOCKET NO. 100-121.

IN RE: APPLICATION OF FLORIDA MOTOR LINES CORPORATION OF JACKSONVILLE, FLORIDA, FOR AN INTRASTATE SCHEDULE BETWEEN WILLISTON, FLORIDA, AND LAKE CITY, FLORIDA, VIA ARCHER AND HIGH SPRINGS, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 827, dated January 29, 1936, and recorded in Order Book "F" page 277, Florida Motor Lines Corporation of Jacksonville, Florida, was authorized to operate schedules over the route from Tampa to Lake City via Williston, Archer, Newberry and High Springs. This operation was limited to second section or through passenger busses, and a further limitation was included in the order that the carrier should neither take on nor discharge passengers between Williston and High Springs, Florida.

2. It now appears that this carrier is operating a through schedule leaving St. Petersburg at 9:00 A. M. and arriving Lake City at 1:40 P. M. and leaving Lake City at 6:50 P. M. and arriving St. Petersburg 11:30 P. M. and this schedule connects with the Chicago limited at Lake City. This schedule is now being operated via Ocala and Gainesville but if routed via Williston, Archer, Newberry and High Springs the carrier could serve the people of these communities and still make the same connections at Lake City because of the shorter mileage involved.

3. The Commission has considered this matter and is of opinion that no reason now exists for requiring the carrier to operate with closed doors between Williston and High Springs, and that the people of these communities would be the beneficiaries of this expeditious service if this prohibition was lifted.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the prohibition against the taking on and discharging of passengers between Williston and High Springs, as contained in Order No. 827, be and the same is hereby DISCONTINUED, and Florida Motor Lines Corporation is hereby authorized to operate in intrastate service over said Road No. 5 between Dunnellon and High Springs serving Williston, Archer and Newberry, Florida.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 25th day of June, 1941.

ORDER NO. 1477 Supplementing Order No. 1472,

DOCKET NO. 100-121.

IN RE: APPLICATION OF FLORIDA MOTOR LINES CORPORATION OF JACKSONVILLE, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 8 TO INCLUDE MOTOR BUS COMMON CARRIER TRANSPORTATION OF PASSENGERS, BAGGAGE, MAIL AND LIGHT EXPRESS FROM CAMP BLANDING TO GAINESVILLE, AND FROM CAMP BLANDING TO ST. AUGUSTINE AND FROM CAMP BLANDING TO THE BEACHES.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. In extending Certificate of Public Convenience and Necessity No. 8, owned and held by Florda Motor Lines Corporation, Jacksonville, Florida, to include mootr bus common carrier transportation of passengers, baggage, mail and light express from Camp Blanding to Gainesville, and from Camp Blanding to St. Augustine, and from Camp Blanding to the beaches, authority to serve Starke, Florida, over State Road 48 was not included in Order No. 1472 granting such extension.

2. Further examination of that certain interline contract and agreement between Florida Motor Lines Corporation, S. Bryan Jennings and Wm. J. Porter and Orange Lines, Inc., dated May 22, 1941, and transferred to in Order No. 1472, discloses that on page five (5) of said agreement and contract Florida Motor Lines Corporation, among other things, covenants and agrees:

> "(b) That in all of its carriage and operations between Camp Blanding and Green Cove Springs and beyond and between Camp Blanding and Starke and beyond, it will handle all local business between Camp Blanding and Green Cove

Springs, and between Camp Blanding and Starke, for the account of Orange Lines, Inc., and will make no reclaim on Orange Lines, Inc., tickets covering such local carriage between said points, which tickets will be returned to Orange Lines, Inc., without reclaim, and will remit monthly to Orange Lines, Inc., all cash revenue derived from such local carriage; provided however, that all revenue derived from all carriage between Camp Blanding and points beyond Green Cove Springs or Starke shall inure solely to the party of the first part, Florida Motor Lines Corporation."

3. In said interline contract and agreement Orange Lines, Inc., covenants and agrees:

"(a) That during the full term and period of the contract of August 29, 1940 between the party of the first part and the parties of the second part, referred to above, that is to say, for the term and period expiring August 28, 1950, it will not extend its operations as a common carrier of passengers beyond Green Cove Springs or beyond Starke or beyond Camp Blanding to any city, town or community then served in motor bus common carriage by Florida Motor Lines Corporation or over any route or into any territory then served by the party of the first part, it being the intent and purpose of the parties hereto, in keeping with the questions of public convenience and necessity recited, to limit the service of Orange Lines, Inc., specifically to the carriage from Camp Blanding to Starke, from Camp Blanding to Jacksonville, from Camp Blanding to Green Cove Springs and return and charter parties from Camp Blanding to other points in the State of Florida."

4. The Commission is of opinion that public convenience and necessity requires that Florida Motor Lines Corporation be authorized and directed to serve Starke, Florida, in order that it may render efficient and expeditious service to through passengers destined to points beyond Starke and beyond Green Cove Springs, Florida.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that subject to the conditions set out in the aforementioned described interline contract and agreement, and especially those portions of the same quoted in this order, Florida Motor Lines Corporation of Jacksonville, Florida, be and it is hereby authorized to extend its Certificate of Public Convenience and Necessity No. 8 so as to include motor bus common carrier transportation of passengers, baggage, mail and light express to Starke, Florida, over State Road No. 48.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 25th day of June, 1941.

ORDER NO. 1478,

DOCKET NO. 737.

IN RE: APPLICATION OF FLAMINGO TRUCK LINES, INC., OF JACKSONVILLE, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE IN INTRASTATE COMMERCE AS A COMMON CARRIER OF FREIGHT BY MOTOR VEHICLE BETWEEN THE GEORGIA-FLORIDA STATE LINE AND TAMPA, FLORIDA, SERVING TALLAHASSEE, PERRY, CROSS CITY, WILLISTON, OCALA, HERNANDO AND BROOKSVILLE AND ALL INTERMEDIATE POINTS; AND BETWEEN TALLAHASSEE, FLORIDA, AND JACKSONVILLE, FLORIDA, OVER STATE HIGHWAY NO. 1, U. S. HIGHWAY NO. 90, AND BETWEEN TALLAHASSEE AND MARIANNA, FLORIDA, OVER STATE HIGHWAY NO. 1, U. S. HIGHWAY NO. 90. THE PORTION OF THE ROUTE BETWEEN BALDWIN AND LIVE OAK, FLORIDA, IS TO BE OPERATED WITH CLOSED DOORS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 763 dated January 20, 1941, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Monday, February 10, 1941, at 10:00 A. M.

McCarthy Crenshaw and Clarence G. Ashby of the firm of Adair, Kent, Ashby & McNatt, Barnett National Bank Building, Jacksonville, Florida, appeared for applicant.

John M. Allison, 305 Morgan Street, T. B. Smith and J. F. Smalley, Secretary and Treasurer, Tampa, Florida, appeared for protestant, Central Truck Lines, Inc.

Reuben Ragland, 608 Consolidated Building, and E. B. Rush, 18 Jefferson Street, Jacksonville, Florida, appeared for Atlantic Coast Line Railroad Company.

W. J. Oven and W. J. Oven, Jr., Tallahassee, Florida, and C. T. Edwards of Jacksonville, Florida, appeared for Seaboard Air Line Railway.

W. J. Oven and J. R. Hunter of Tallahassee, Florida, appeared for Railway Express Agency, Inc.

H. E. McDaniel of Jacksonville, Florida, for K. & L. Transportation Company.

This hearing continued throughout the week but was then for good cause shown continued until further order of the Commission. It was resumed on April 15, 1941 and concluded on April 16, 1941. Thirty days were allowed for filing of briefs. The record in this case consists of 1040 pages and a large number of exhibits.

2. Flamingo Truck Lines, Inc., as a result of a certain merger agreement filed with the Secretary of State of the State of Florida under the laws of the State of Florida, and approved by this Commission by Order No. 1312, dated June 20, 1940, is the holder and owner of a consolidated Certificate of Public Convenience and Necessity embracing all of the rights and franchises of Certificates of Public Convenience and Necessity Nos. 14, 24, 112, 13, 91, 70, 35 and 37. It filed its present application for a Certificate of Public Convenience and Necessity as a common carrier of freight by motor vehicle on December 26, 1940. Previous applications were filed by L. & L. Freight Lines, Inc., one of its predecessors, on October 21, 1939 and subsequently withdrawn; refiled on December 27, 1939 and withdrawn, and again refiled on October 30, 1940 and withdrawn on or about December 18, 1940. By the present application Flamingo Truck Lines, Inc., desires to operate in intrastate commerce between the Georgia-Florida State line and Tampa, Florida, and between Jacksonville, Florida, and Marianna, Florida. Schedules over the route between Baldwin and Live Oak to be operated with closed doors.

3. On February 7, 1936, L. & L. Freight Lines, Inc., one of the predecessors of the present applicant, filed its application with the Interstate Commerce Commission (NO. MC-19190) seeking a Certificate of Public Convenience and Necessity to operate in interstate commerce within the State of Florida between Georgia-Florida State line to Tallahassee; thence to Tampa and from Tallahassee to Live Oak and from Tallahassee to Marianna. It was found by the Interstate Commerce Commission that the L. & L. Freight Lines, Inc., had commenced its operation prior to the effective date of Section 206 of the Federal Motor Carrier Act 1935, and had seasonably filed this application and, therefore, it was permitted to continue its operation in interstate commerce until the further order of that Commission. This application was heard by the Interstate Commerce Commission, and on February 7, 1941 a final order was entered authorizing Flamingo Truck Lines, Inc., the successor of L. & L. Freight Lines, Inc., to operate in interstate commerce between Griffin, Georgia, and Tampa, Florida, using U. S. Highway No. 19, to Thomasville; thence over U. S. Highway No. 319 to Tallahassee, Florida; thence over Florida Highway No. 500 to Capps, Florida; thence over U. S. Highway No. 19 to Williston; thence over

Florida Highway No. 500 to Ocala; thence over Florida Highway No. 16 to junction of U. S. Highway No. 41; thence over U. S. No. 41 to Tampa; and also between Tallahassee, Florida, and Live Oak, Florida, over Florida Highway No. 1, U. S. No. 90, and also between Tallahassee, Florida, and Marianna, Florida, using Florida Highway No. 1, U. S. Highway No. 90. Thus it is that the Flamingo Truck Lines, Inc., is now operating in interstate commerce over all of the highways now sought by the present application except between Jacksonville and Live Oak. It is proposed by Flamingo Truck Lines, Inc., that the operation between Baldwin and Live Oak shall be conducted with closed doors.

4. The applicant produced a number of witnesses in the territory and along the line it proposes to serve who testified in support of its application. Most of these witnesses called attention to the fact that there is no motor carrier truck line operating in common carriage between Jacksonville and Marianna and between Tampa and Tallahassee, although in all other sections of Florida there are from two to four truck lines giving service. It was contended by these witnesses that they should be furnished the services of a common carrier truck line in this territory so that they might be able to compete with distribution centers such as Savannah, Birmingham, Atlanta, New Orleans and Mobile which now have access by motor carrier freight service in interstate commerce into Tallahassee and West Florida. They also contended that this application should be granted in order to furnish a more expeditious transportation service into Tallahassee and Marianna, and that by reason of this lack of common carrier truck service they had not only been unable to expand and reach new territory and new customers in this particular territory but that they had actually lost business.

It was also shown that the First Class rate from Atlanta, Georgia, to Tallahassee, Florida, is $1.34; from Birmingham to Tallahassee $1.39; and from Savannah, Georgia, to Tallahassee $1.21—while from Tampa to Tallahassee the First Class rate is $1.44. By reason of these differences in rates Tampa wholesalers are shut out of this territory. It is true that the applicant can handle Tampa tonnage into Tallahassee over its present interstate route but it would be necessary for the tonnage to move through Jacksonville, Waycross, Thomasville and thence into Tallahassee, and freight shipped from Tampa over this circuitous interstate route would have to lay over in Jacksonville and would not be delivered in Tallahassee until early the second morning out of Tampa.

The mileage over the applicant's interstate route from Tampa to Tallahassee is 456 miles while the proposed intrastate route mileage would be 254 miles—a saving of 202 miles. On account of this difference in mileage, if the present application is granted, the applicant proposes a schedule that would leave Tampa at 6:00 P. M. and arrive Tallahassee 2:40 A. M. the same night or early the next morning.

Shippers out of Tampa and Jacksonville have a similar difficulty in reaching points between Tallahassee and Marianna and between Tallahassee and Live Oak as all of these shipments are routed via the circuitous interstate route. Not only does this delay the arrival of the goods but requires a higher rate.

It is shown by Applicant's Exhibit No. 40 that in the event this application is granted savings would result to all of the shippers now using its service. For instance, taking a few representative points, the savings per hundred pounds of First Class freight would result as follows:

Between Arcadia and Marianna	20 cents
Between Gainesville and Tallahassee	13 cents
Between Ocala and Marianna	17 cents
Between Ocala and Tallahassee	17 cents
Between Sarasota and Greenville	20 cents
Between Tampa and Marianna	18 cents
Between Tampa and Tallahassee	19 cents

5. It was further shown by the applicant that between August 1, 1938 and July 31, 1939 practically three million pounds of freight originated in Florida, largely in Jacksonville, and was hauled by the applicant through Thomasville, Georgia, to Tallahassee, Florida, and twenty-six other destination points including Live Oak, Madison, Perry, Quincy, Marianna and points West of Marianna. It also shows that from August 1, 1939 to December 31, 1940 a total of 3,545,159 pounds of freight was handled in the same way. About half of this traffic moved to Tallahassee proper and the balance went to other West Florida points. The applicant contended that the movement of this more than Six Million pounds of freight from Jacksonville to Tallahassee, and other points in Florida, was an indication that shippers desired truck service into these points and that a more direct route resulting in saving of mileage and saving in rates would be in the interest of the public.

6. Protestants to the granting of this application also produced a number of witnesses who testified as to the adequacy of the present facilities. Central Truck Lines, Inc., produced witnesses who testified that its service between Tampa, Brooksville and Inverness was adequate and that there was not sufficient tonnage along this line to warrant another truck line. Further testimony was presented to show that Central Truck Lines, Inc., also served Ocala, and that through its connection with the University City Transfer Company could serve all points between Ocala and Cross City. This company was vitally interested in the proposed service between Jacksonville and Live Oak and between Tampa and Ocala.

The rail lines and Railway Express Agency also produced evidence as to their operations, and read into the record the schedule of their companies between various points, and claimed that they were able, ready and willing to furnish all service necessary. They also produced witnesses living in the territory and along the line proposed to be served who testified that they had used this service, were satisfied with it and felt no additional service was necessary.

K. & L. Transportation Company operates a daily over night truck service between Jacksonville and Tallahassee via Thomasville in interstate commerce. The tonnage it transports moves dlirectly from Jacksonville to Tallahassee, and it claims its service is entirely adequate so far as Tallahassee is concerned, and that it would be seriously injured if this application is granted.

7. The Commission has carefully considered the record and briefs filed by all parties of interest. It recognizes that this is an important case and its correct adjudication will have an important bearing on transportation in a large section of this State and for this reason it has attempted to give every phase of the matter careful thought. In its decisions upon applications of this kind it has always been guided by public convenience and necessity in relation to other transportation in the territory involved. The determination of the question of public convenience and necessity depends in large measure upon the facts of each case. Times change. Facts and conditions often change with the times. This is especially true in the transportation field in which great progress has been made. Orders and decisions denying motor carrier applications made ten years ago or more and bottomed on adequacy of existing modes of transportation cannot stand the test of present day advancement and progress in the motor carrier industry.

The carrier by motor vehicle has now taken its place in the sun and plays a very important part, not only in the State but in the National transportation system. The public in all sections of the State are entitled to have the benefit of the very best transportation agencies. It is also entitled to have the benefit of the services of all modes of transportation if it so expresses itself, and the furnishing of such service will result in greater benefit to the whole public than in loss to the present existing modes of transportation. The record in this case abundantly supports this statement.

The Commission finds:

(a) That the applicant has been operating in interstate commerce a daily service between Atlanta and Tampa via Tallahassee and between Tallahassee and Live Oak and between Tallahassee and Marianna since October 1935. That it is now serving in interstate commerce transporting

interstate freight to and from EVERY POINT sought to be served in intrastate commerce by this application. Schedules between Tampa and Tallahassee and between Live Oak and Marianna are operated daily. The only new schedule is that between Jacksonville and Tallahassee and that portion of this schedule between Baldwin and Live Oak the applicant proposes to serve with closed doors to protect Central Truck Lines, Inc., which operates on this route.

(b) That the applicant now maintains company owned terminals in Jacksonville and Tallahassee and Tampa and commission agencies are provided in most of the towns and cities sought to be served. It would not be necessary to set up any new terminals nor agencies to operate in intrastate commerce. This would result in economy of operation which is a factor to be considered by the Commission.

(c) That no common carrier truck line operates in intrastate service between Live Oak and Marianna, and all of the great amount of traffic moving over applicant's present route from Jacksonville to Tallahassee is subjected to an excess haulage of fifty-four miles; the traffic moving to Monticello must be hauled eighty miles out of the way and that from Jacksonville to Madison is subject to an excess haulage of one hundred and ten miles. This is true of other points intermediate to Live Oak and Tallahassee.

Traffic hauled from Tampa to Tallahassee and to West Florida is also now subjected to excess haulage as the mileage from Tampa to Tallahassee over the present interstate route is four hundred and fifty six miles while the proposed intrastate route is two hundred and fifty four miles, a difference of two hundred and two miles.

(d) That Florida traffic should not be subjected to such a circuitous route nor its shippers required to pay excess freight rates. This is especially true when the desired result can be obtained without further burden on the highways and by simply requiring an interstate operator to open the doors of its motor vehicles to intrastate traffic.

(e) That the applicant now serves in intrastate commerce Jacksonville and Baldwin and since this order will require it to operate with closed doors between Baldwin and Live Oak, the effect upon other carriers serving between Jacksonville and Live Oak will be negligible compared to the benefits to be derived from this service by all communities between Jacksonville and Marianna.

(f) That while a segment of the route between Tampa and Tallahassee is being served in intrastate commerce by motor vehicle, and all points are served by rail and express, there exists on the entire route no direct nor through service which will enable shippers of Tampa to reach the Tallahassee and West Florida area with fast and economical carriage.

(g) That public convenience and necessity require the granting of the application.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Flamingo Truck Lines, Inc., of Jacksonville, Florida, for an extension of its Certificate of Public Convenience and Necessity to operate in intrastate commerce as a common carrier of freight between the Georgia-Florida State line and Tampa, Florida, serving Tallahassee, Perry, Cross City, Williston, Ocala, Hernando, and Brooksville and intermediate points using State Highways Nos. 10, 500, 5, 81 and 74 (U. S. Highways Nos. 319, 19 and 41) with alternate routes between Williston and Hernando and between the junction of State Highways Nos. 74 and 81 to Dunnellon and Hernando over State Highways Nos. 81 and 5; between Tallahassee and Live Oak over State Highway No. 1 (U. S. Highway 90) serving all intermediate points, between Tallahassee and Marianna using State Road No. 1, (U. S. Highway 90) serving all intermediate points; and between Jacksonville and Tallahassee over State Highway No. 1 (U. S. Highway No. 90) with closed doors between Baldwin and Live Oak, be and the same is hereby APPROVED.

It is further ORDERED that service over these routes shall be furnished in accordance with schedules attached to the application.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 24th day of June, 1941.

COMMISSIONER DOUGLASS DISSENTS:

Commissioner Douglass dissents on the ground that there now exists adequate service over the entire territory. That the whole line and territory involved except from Cross City to Tallahassee, is covered with multiple service by rail and motor and the route from Cross City to Tallahassee is served by rail and express.

ORDER NO. 1479,

DOCKET NO. 100-79.

IN RE: APPLICATION OF PETROLEUM CARRIER CORPORATION OF JACKSONVILLE, FLORIDA, FOR EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 19 TO INCLUDE THE TRANSPORTATION OF PETROLEUM PRODUCTS AND BENZOL UNDER CONTRACT WITH THE AMERICAN OIL COMPANY, A CORPORATION OF MARYLAND, BETWEEN ALL POINTS IN THE STATE OF FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 780 dated April 30, 1941, and Supplement thereof, dated May 3, 1941, this matter came on for hearing before the Railroad Commission of the State of Florida on Tuesday, May 20, 1941, at its Hearing Room, Supreme Court Building, Tallahassee, Florida.

Martin Sack of Jacksonville, Florida, appeared for applicant.

Leo P. Kitchen, Atlantic National Bank Building, Jacksonville, Florida, for MOTOR FUEL TRANSPORT, INC.

W. J. OVEN of Tallahassee, for Receivers of Seaboard Air Line Railway.

H. H. Simms of Dothan, Alabama, for St. Andrews Bay Transportation Company and Atlanta & St. Andrews Bay Railroad Company.

W. T. Weakes of Wilmington, N. C., for Atlantic Coast Line Railroad Company.

C. D. Meitin of St. Augustine, Florida, for Florida East Coast Railway.

C. Y. Shaefer of Norfolk, Virginia, for Seaboard Air Line Railway.

2. Petroleum Carrier Corporation is the holder and owner of Certificate of Public Convenience and Necessity No. 19 to operate as a contract carrier of petroleum products in bulk. It operates tank trucks only and transports no package goods. It operates in Florida from Tampa, Jacksonville, St. Marks and Panama City. It also has interstate rights between Florida and Georgia, South Carolina, North Carolina and Alabama. It transports petroleum products in bulk in Florida for the Republic, Gulf and American Oil Companies. Its operation for The American Oil Company is out of St. Marks, Florida. On April 16, 1941 it entered into a contract with The American Oil Company to transport petroleum products in bulk tanks only between points and

places in the State of Florida. It seeks in this proceeding the approval of the Railroad Commission of this contract.

3. By Order No. 1222, dated November 24, 1939, and recorded in Order Book "I" page 181, a contract between Blue's Truck Line, Inc., (now Motor Fuels Transport, Inc.), and The American Oil Company was approved. Under the terms of this contract Blue's Truck Line, Inc., was authorized to transport in tank trucks gasoline, motor fuel, kerosene, fuel and heating oils at certain rates per gallon set out therein over the highways of the State of Florida between Port Everglades, Miami, Sanford and Tampa, and a number of points throughout the State of Florida. This contract and agreement is still in full force and effect, and Blue's Truck Line, Inc., is performing the service authorized under the contract and approved by this Commission at the rates set out in said contract.

4. A representative of The American Oil Company testified at this hearing as to the problem that the petroleum industry as a whole will face, and is now facing, because of the curtailment of tankers or tank ships due to the World War and National Defense. The National emergency he stated is creating a situation in which petroleum companies may be compelled to make changes on short notice in the distribution of their products. This witness seems to feel that his company might not be able to secure in Florida as wide a distribution of the products as is desired through the contract carrier with which it is now under contract. He said that his company gave serious consideration to the matter of providing additional company trucks to take over this service, but before deciding upon this policy is asked for bids on this work from Petroleum Carrier Corporation. It secured a bid of 12½ cents per mile for the transportation of a 3500 gallon unit. A contract was thereupon entered into with Petroleum Carrier Corporation on these terms.

5. While the application seeks authority to transport these products to all points in the State of Florida, the applicant at the present time proposes only to transport from and to the same points now served under contract with Blue's Truck Line, Inc. It is asking for all points in the State of Florida in case an emergency requires it. The contract price of 12½ cents per mile for a 3500 gallon unit seems to be a rather low late for a tank truck of this size, and when computed on a gallonage basis is a lower rate than that now being paid to Blue's Truck Line, Inc. For instance, between Port Everglades, Florida, and Miami, Florida, the proposed rate under present application is .00186 cents per gallon. The petroleum company is now paying Blue's Truck Line, Inc., a rate of .0022 cents per gallon for the same service. From Port Everglades to West Palm Beach the proposed rate in the present application is .00314 cents while the rate between the same points paid to Blue's Truck Line,

Inc., is .0042 cents. The testimony shows that from thirty to thirty-five percent of the total volume of petroleum products transported by Blue's Truck Line, Inc., is between Port Everglades and Miami. The presumption is that this percentage would continue under the proposed contract. A comparison of the rates now being paid Blue's Truck Line, Inc., and that proposed to be paid Petroleum Carrier Corporation, and the rail rate, shows that the rate now being paid Blue's Truck Line, Inc., more nearly approaches the rail rate than that proposed to be paid to Petroleum Carrier Corporation. For instance, between Port Everglades and Miami Blue's Truck Line, Inc., rate is .0022 cents, Petroleum Carrier Corporation rate is .00186 cents and the rail rate is .00302; between Port Everglades and West Palm Beach the present rate via Blue's Truck Line, Inc., is .0042 cents and the proposed rate via Petroleum Carrier Corporation is .00314, and the present rail rate is .00467 cents. The record further shows that of the fourteen points in the State now served by Blue's Truck Line, Inc., the Petroleum Carrier Corporation proposes to serve thirteen of them under the present contract and that at ten of the points the rates now paid Blue's Truck Line, Inc., are higher than those that will be paid to Petroleum Carrier Corporation. It further appears that the volume of business moving to the three points at which the rates paid Blue's Truck Line, Inc., are lower is small compared with the volume of business moving from the other ten points.

6. The Commission has carefully considered the record in this case. It realizes that the differential in rates is small and this may not be the reason that impelled American Oil Company to enter into contract with Petroleum Carrier Corporation. It cannot, however, condone the practice of letting this business by bid. It will establish a precedent that will result in the entire destruction of the rate level for both contract and common carriers by motor and by rail, and will have a detrimental effect upon the revenues of these carriers. Contract Carriers perform special services and are at the beck and call of those with whom they contract, and the Commission is not disposed to approve rates that are on a much lower level than those charged by common carriers.

In addition to this, American Oil Company is now under contract with Blue's Truck Line, Inc., (now Motor Fuels Transport, Inc.), and the testimony indicates that there is no complaint as to this service. While this Commission cannot initiate contracts between parties, yet when contracts have been entered into in good faith, and these contracts have been approved by the Commission and service over the highways authorized under the contract, the law seems to place a duty upon the Commission to protect those to whom it has issued this authority. The application should, therefore, be denied.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Petroleum Carrier Corporation of Jacksonville, Florida, for an extension of its Certificate to authorize transportation of petroleum products under contract with The American Oil Company, a Maryland corporation, between points in the State of Florida, be and the same is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 24th day of June, 1941.

ORDER NO. 1480,

DOCKET NO. 893.

IN RE: APPLICATION OF J. R. CROW, DOING BUSINESS AS FLORIDA-ALABAMA MOTOR LINES OF TROY, ALABAMA, FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER TRANSPORTING PASSENGERS, BAGGAGE, EXPRESS, AND MAIL BETWEEN THE FLORIDA-ALABAMA STATE LINE AND MILTON, FLORIDA, OVER FLORIDA HIGHWAY NO. 37, THENCE OVER STATE HIGHWAY NO. 1, TO A POINT WHERE STATE HIGHWAY NO. 1 AND STATE HIGHWAY NO. 10 INTERSECT, AND THENCE TO FORT WALTON, FLORIDA, VIA FLORIDA HIGHWAY NO. 10, U. S. HIGHWAY NO. 98; AND ALSO BETWEEN THE FLORIDA-ALABAMA STATE LINE AND BAKER, FLORIDA, VIA STATE ROAD NO. 41, THENCE TO MUNSON, FLORIDA, VIA STATE HIGHWAY NO. 62, AND THENCE TO MILTON, FLORIDA, VIA STATE ROAD NO. 190, AND THENCE TO PENSACOLA VIA STATE HIGHWAY NO. 1, SERVING INTERMEDIATE POINTS.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1462 this Commission, after a hearing and consideration of all evidence, granted a Certificate of Public Convenience and Necessity to J. R. Crow, doing business as Florida-Alabama Motor Lines of Troy, Alabama, to operate as a common carrier of passengers, baggage, express and mail over the routes and between the points described in the caption hereof. Teche Lines, Inc., which operates in intrastate commerce between Pensacola and Marianna over State Road No. 1, U. S. Highway No. 90, appeared at the hearing and protested the granting of this application over the route between Milton and Pensacola unless the Commission required this applicant to operate with closed doors between these points. The Commission considered this protest but was of opinion that public convenience and necessity required the approval of the application and made its Order No. 1462 accordingly.

2. This matter now comes before the Commission upon the application of Teche Lines, Inc., for rehearing, oral argument and reconsideration of Order 1462 on various grounds. The gravamen of the complaint of Teche Lines, Inc., seems to be that the Commission did not give sufficient consideration to the effect upon it of the granting of this application, nor did it give proper consideration to that Section of the statute which requires the Commission to grant an application over a territory or line already served by a certificate holder only when such existing certificate holder should fail to provide service and facilities which may reasonably be required by the Commission. The Commission gave full consideration to the evidence and to the law and is of opinion that Order No. 1462 was properly entered.

3. Teche Lines, Inc., operates over a short segment only of the route sought by applicant and states that it is ready, able and willing to provide such additional service and facilities over this particular short segment of the line as the Commission may find necessary, but it contended at the hearing, and reiterates its contention in this petition for rehearing, that it owes no duty under the law to make any tender or to render any service over the entire line sought by applicant. A Certificate of Public Convenience and Necessity creates a sort of regulated monopoly and the law seems to protect a Certificate holder in maintaining such monopoly. The statute never intended that a certificate holder having a right over a small segment of a route sought by another applicant could use this right to estop the Commission from providing much needed service to other Communities along the same line or route which was not served by a certificate holder. This is especially true if it becomes necessary for one seeking to adequately serve this territory to use the small segment of route already being served by another certificate holder. The "line" or "territory" mentioned in the statute has a much broader meaning than that sought to be placed on it by the protestant, Teche Lines, Inc. To admit the contention of the protestant would not be conducive to efficient service nor conform to public convenience and necessity.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Teche Lines, Inc., for rehearing, oral argument and reconsideration of Order No. 1462, Docket No. 893, be and the same is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 24th day of June, 1941.

ORDER NO. 1481.

DOCKET NO. 849.

IN RE: APPLICATION OF OSCEOLA GROVES, INC., OF ST. PETERSBURG, FLORIDA, FOR A PERMIT AS A "FOR HIRE" CARRIER TRANSPORTING PASSENGERS ON A THREE DAY INSPECTION TRIP FROM ST. PETERSBURG, FLORIDA, TO VARIOUS POINTS IN THE STATE FOR THE PURPOSE OF INTERESTING SAID PASSENGERS IN THE PURCHASE OF ORANGE GROVES OF THE APPLICANT NEAR CLEWISTON, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This application was originally set for hearing at the Hearing Room of the Commission, Tallahassee, Florida, on Wednesday, March 19, 1941 under Notice No. 766. For good cause shown the hearing was postponed until May 6th, 1941 and subsequently postponed until May 20th, 1941, at which time the application came on for hearing before the Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, and the following appearances were entered:

Stuart B. Warner and George W. Wylie of 308 Hall Building, St. Petersburg, Florida, for applicant.

Erle B. Askew, First Federal Building, St. Petersburg, Florida, for Southern Tours, Inc.

A. Y. Milam of Jacksonville, Florida, for Florida Motor Lines Corporation.

A. Pickens Coles, Tampa Theatre Building, Tampa, Florida, for Tamiami Trail Tours, Inc.

2. The applicant, Osceola Groves, Inc., is principally engaged in the business of developing citrus groves on the South shore of Lake Okeechobee in the Everglades of Florida. It is interested only in the development of orange groves that bear in the summer. In its offices in St. Petersburg it regularly has a showing of a moving picture which is called an educational picture. This picture shows development of the Everglades and of its orange groves. The company also has a public speaking system in its office and a salesman explains the pictures and also announces the fact that the company on a certain date will take in its cars prospective customers over a definite sight-seeing trip showing places of interest and the site of its orange groves. The main purpose of these trips is to sell orange groves and it is not essentially a sightseeing trip. The company finds, however, that in order to interest the people who visit the orange groves it is necessary to give them a trip to certain points of interest within the State.

Prior to January 30, 1941 this company was advertising in the press and through folders a regular three day all-expense trip for which it charged the sum of $15.00. On that date, upon complaint filed by the Railroad Commission, an injunction was issued out of the Court of Pinellas County restraining this operation on the ground that an element of compensation for transportation was included in this trip. This application is the result of such injunction proceedings.

Since the injunction was issued this company has changed its method of operation and now makes this trip without a definite and fixed charge but requires those who make it to pay for their meals and lodging. The company includes nothing for cost of transportation. The trip covers approximately six hundred miles. The applicant uses private cars with a seating capacity of five passengers each. The schedule of the company contemplates leaving St. Petersburg on Mondays and Thursdays at 8:00 in the morning and on the first day visiting Tampa, Plant City, Lakeland, Cypress Gardens, Bok Tower and Palm Beach; On the second day Fort Lauderdale, Hollywood and Miami are visited arriving at its grove property at Clewiston where the second night is spent; and on the third day after inspecting its groves it returns to St. Petersburg via Fort Myers, Sarasota, Bradenton and the ferry across Tampa Bay. It is between two hundred and fourteen and two hundred and forty miles from St. Petersburg to the applicant's grove property by direct route. The entire route is taken, however, as an inspection trip to points of interest in Florida as the company finds it is impossible to obtain prospective customers unless some pleasure or sightseeing trip is offered to them.

3. The Southern Tours, Inc., has a Certificate of Public Convenience and Necessity to operate sightseeing tours out of St. Petersburg. Florida Motor Lines Corporation and Tamiami Trail Tours, Inc., common carriers of passengers by regular schedule busses, also operate in this territory. Each of these companies appeared as protestants to this application on the ground that its granting would constitute the applicant a common carrier of passengers.

4. The Commission has carefully considered this record and while it believes that Osceola Groves, Inc., is really performing a worth while service to the many tourists who visit this State in showing them points of interest, it is still of opinion that its rules and the statutes of the State of Florida estop it from granting the applicant a for hire carrier permit to perform this service. It is further of opinion that the applicant is actually engaged in common carrier service. The record shows that there are other common carriers serving the various points involved in this application and no public convenience and necessity is shown to require the granting of another common carrier certificate. For these reasons, it is of opinion that this application must be denied.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Osceola Groves, Inc., for a permit to operate as a "For Hire" carrier transporting prospective purchasers of its orange groves between St. Petersburg, Florida, and Clewiston, Florida, on its proposed three days sightseeing trip for compensation, be and the same is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 24th day of June, 1941.

ORDER NO. 1482,

DOCKETS NOS. 889 AND 100-66.

IN RE: JOINT APPLICATION OF MOTOR FUELS TRANSPORT, INC., AND BLUE'S TRUCK LINE, INC., FOR APPROVAL OF "AGREEMENT FOR CONSOLIDATION", DATED DECEMBER 13, 1940, AND FILED IN THE OFFICE OF SECRETARY OF STATE ON DECEMBER 31, 1940, UNDER WHICH BLUE'S TRUCK LINE, INC., AND MOTOR FUELS, INCORPORATED, ARE MERGED INTO ONE CORPORATION TO BE KNOWN AS MOTOR FUELS TRANSPORT, INC.

and

A GENERAL INQUIRY INTO THE PRESENT OPERATING RIGHTS OF BLUE'S TRUCK LINE, INC., TO DETERMINE THE EXACT NATURE AND EXTENT OF SAID CARRIER'S OPERATIONS UNDER CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 111, AND WHAT RIGHTS UNDER SAID CERTIFICATE SHALL BE TRANSFERRED TO MOTOR FUELS TRANSPORT, INC.

1. By Notice No. 775 dated April 15, 1941, this matter was originally set down for hearing on Wednesday, May 7, 1941 but hearing was postponed.

Pursuant to Notice No. 778 this matter came on for hearing before the Railroad Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on May 9, 1941. The following appearances were entered:

Kitchen & Schwartz, 715 Professional Building, Jacksonville, Florida, for applicants.

Clifford T. Inglis, Atlantic National Bank Building, Jacksonville, Florida, for St. Johns River Line Company.

John M. Allison, Stovall Professional Building, Tampa, Florida, for Central Truck Lines, Inc.

O. C. Beakes, 1503 Barnett National Bank Building, Jacksonville, Florida, for Flamingo Truck Lines, Inc.

H. H. Simms of Dothan, Alabama, for St. Andrews Bay Transportation Company and Atlanta and St. Andrews Bay Railroad Company.

W. J. Oven, Sr., Midyette-Moor Building, Tallahassee, Florida, for Receivers of Seaboard Air Line Railway.

2. Joint application of Blue's Truck Line, Inc., and Motor Fuels Transport, Inc., was filed with this Commission seeking approval of a certain consolidation or merger agreement entered into on December 13, 1940 between Motor Fuels, Inc., and Blue's Truck Line, Inc., which was a true and correct copy of a Certificate which is on file with the Secretary of State and approved by him under Sections 6562-63-64, as amended by Chapter 17,801, Laws of Florida 1937. Under the terms of such merger agreement the two corporations were merged, effective January 1, 1941, into a single corporation to be known as MOTOR FUELS TRANSPORT, INC. Blue's Truck Line, Inc., prior to the merger was the holder and owner of Certificate of Public Convenience and Necessity No. 111 originally issued by this Commission on March 25, 1930, and extended from time to time by supplemental orders. Motor Fuels, Inc., a Florida corporation, was a holding company. It engaged in no active business but was the holder of the corporate stock of Blue's Truck Line, Inc. After the merger, and on April 7, 1941, Motor Fuels Transport, Inc., filed its application for authority to operate as an auto transportation company and, in the event of the approval of the merger agreement, to operate over the routes and to perform the same services heretofore performed by Blue's Truck Line, Inc., under Certificate of Public Convenience and Necessity No. 111, as amended.

3. In a prior hearing on the application of Blue's Truck Line, Inc., for an extension of Certificate No. 111 to include authority to transport under contract with Southeastern Oil Company, which was set for hearing under Notice No. 652, Docket No. 100-66, St. Johns River Line Company, Great Southern Trucking Company, Central Truck Lines, Inc., Hunt Truck Line, Tamiami Trail Tours, Inc., and Flamingo Truck Lines, Inc., filed a motion before this Commission to conduct a general inquiry into the certificated rights of Blue's Truck Line, Inc., under Certificate No. 111. This inquiry was not conducted at that time but the Commission agreed to later enter into a general investigation of the present operating rights of this company. This investigation has been held. This proceeding, therefore, involves both the joint application of Blue's Truck Line, Inc., and Motor Fuels Transport, Inc., for approval of the agreement and merger, and the resulting transfer of Certificate of Public Convenience and Necessity No. 111, and also the general investigation into the operating rights of Blue's Truck Line, Inc., under Certificate No. 111.

4. Blue's Truck Line, Inc., and its predecessor, Mary V. Blue, doing business as Blue's Truck Line, was engaged in the business of transporting petroleum products and naval stores prior to 1929. After jurisdiction was conferred on this Commission by the Legislature to regulate auto transportation companies an application was filed by Mary V. Blue, doing business as Blue's Truck Line, for a Certificate of Public Convenience and Necessity as a contract carrier. Based on this application the Commission on March 25, 1930, entered its Order No. 127, Order Book "A" page 253, granting Blue's Truck Line a Certificate of Public Convenience and Necessity to transport under contract products for the Sinclair Refining Company, the Seaboard Oil Company, Cherry Lake Land Company (naval stores), Prescott and Thomas (naval stores), using Jacksonville and Tampa as bases of operations. An examination of Exhibit "E" attached to the application on which Order No. 127 was issued shows the following points to be served:

From Tampa to Naples via Fort Myers
" " " Palm Beach via Okeechobee and Ft. Pierce
" " " Childs via Mulberry, Ft. Meade, Avon Park
" " " Orlando via Kissimmee
" " " Lake City via Dunnellon and High Springs
" " " Ocala via Dade City
" " " Chiefland via Dunnellon
" " " Leesburg and Ocala and Winter Garden via Dade City and Mascotte

---

From Jacksonville to Quincy over State Road No. 1
" " " State Line via Lake City
" " " State Line via Callahan
" " " State Line via Yulee
" " " Ft. Pierce via Daytona
" " " Orlando via Palatka and Deland
" " " Ocala via Hawthorne
" " " Ocala via Gainesville,

and in addition the following appears:

"And such other unusual and emergency calls as become necessary by direction of Consignor on contract work."

5. The Commission by its Order No. 339, dated June 19, 1931, recorded in Order Book "B" page 317, granted Blue's Truck Line an extension of Certificate No. 111 to cover the hauling of naval stores products under contract for Lee Hines & Company of Pinetta, Florida, McKeithan & Son of Wellborn, Florida, W. B. Sandlin of Mayo, Florida, and R. S. Adams of Hamilton County.

6. By Order No. 775, dated August 8, 1935, recorded in Order Book "F" page 65, joint application of Mary V. Blue and LaVergne Blue of Blue's Truck Line, for the transfer of Certificate No. 111 from Mary V. Blue, doing business as Blue's Truck Line to the corporation known as Blue's Truck Line, Inc., was approved. This transfer carried all rights that Mary V. Blue, operating as Blue's Truck Line, had in and to Certificate No. 111.

7. The Commission, by its Order No. 782, dated August 24, 1935, recorded in Order Book "F" page 87, further extended the original authority under Certificate No. 111 to include the carriage under contract with Shell Petroleum Corporation of petroleum products between points in Florida.

8. The Commission, by its Order No. 1222, dated November 24, 1939, recorded in Order Book "I", page 181, further extended the authority under Certificate No. 111 to authorize Blue's Truck Line, Inc., to transport in tank trucks under contract with The American Oil Company gasoline motor fuel, kerosene fuel and heating oils at the rates per gallon set out in Schedule "A" of the contract between Blue's Truck Line, Inc., and The American Oil Company over the highways of the State of Florida between the following points:

FROM	TO
Port Everglades, Florida,	Melbourne, Florida
" " "	Miami, Florida
" " "	West Palm Beach, Florida
" " "	Fort Pierce, Florida
Miami, "	Port Everglades, Florida
" "	West Palm Beach, Florida
Sanford, "	Clermont, Florida
" "	Daytona Beach, Florida
" "	Deland, Florida
" "	Lakeland, Florida
" "	Orlando, Florida
" "	Tampa, Florida
" "	Tavares, Florida
Tampa, "	Lakeland, Florida
" "	Orlando, Florida

and return; and in the same order authorized Blue's Truck Line, Inc., to transport under contract with The Texas Company lubricating oils and greases, empty drums, diesel and tractor fuel oils from Jacksonville, Florida to Bunnell, Fernandina, Gainesville, Lake City, Live Oak, Monticello, Quincy, St. Augustine, Sanford, Tallahassee, and Titusville and return observing the rates set out in Exhibit "C" of said contract, and to transport lubricating oils and greases and empty drums at the

rates set out in Exhibit "D" of said contract between Miami, Florida, and Key West, Melbourne, Stuart, Vero Beach, and empty drums between Miami Beach, Florida, and the above mentioned points.

9. The Commission, by its Order No. 1256, dated January 16, 1940, recorded in Order Book "I" page 279, further enlarged Certificate No. 111 authorizing Blue's Truck Line, Inc., to transport as a contract carrier under contract with The Texas Company lubricating oils, greases, empty drums, diesel and tractor fuel oils from Jacksonville to Madison, Florida.

10. By its Order No. 1286, dated March 21, 1940, and recorded in Order Book "I", page 359, the Commission amended Order No. 1222 to authorize Blue's Truck Line, Inc., to transport in tank trucks as a contract carrier under contract with The American Oil Company gasoline, motor fuel, kerosene fuel and heating oils over the highways of the State of Florida between the following points:

Sanford, Florida	and	Melbourne, Florida
Port Everglades Florida	and	Vero Beach, Florida

11. By its Order No. 1380, dated November 14, 1940, and recorded in Order Book "J", page 121, the Commission extended Certificate No. 111 held by Blue's Truck Line, Inc., to include transportation of gasoline, kerosene and distillate oil in bulk tanks only and filling station equipment belonging to the Southeastern Oil Company under contract with Southeastern Oil Company from Jacksonville, Tampa, Miami, Port Everglades, Sanford, and St. Marks to all points in the State of Florida.

12. By its Order No. 1389, dated January 20, 1941, and recorded in Order Book "J" page 147, the Commission amended Order No. 1380 to read as follows:

> "that Contract Carrier Certificate of Public Convenience and Necessity No. 111, held by Blue's Truck Line, Inc., be and the same is hereby extended to include the transportation of gasoline, kerosene and distillate oil in bulk tanks only under contract with the Southeastern Oil Company from Jacksonville, Tampa, Miami, Port Everglades, Sanford and St. Marks to all points in the State of Florida."

13. The protestants contend that Blue's Truck Line, Inc., and its predecessor, Mary V. Blue, doing business as Blue's Truck Line, has for a number of years been violating the Rules and Regulations of this Commission in that its operations have exceeded the authority granted by the Commission. Protestants particularly attacked the operation by Blue's Truck Line, Inc., "to and from all points in the State of Florida" and argue that the operations of Blue's Truck Line, Inc., especially under contract with Sinclair Refining Company, Seaboard Oil Company

and Shell Petroleum Corporation should be restricted to points mentioned in Exhibit "E", which was attached to the original application filed by Blue's Truck Line, and on which Order No. 127, dated March 25, 1930 was based.

14. In support of its operating rights Blue's Truck Line, Inc., produced as a witness Mr. LaVergne Blue, formerly the owner and active manager of Blue's Truck Line, Inc. Mr. Blue testified that at the time his operations became subject to the Commission's jurisdiction he handled no petroleum products in bulk. All products were handled in barrels. This included oil, gasoline, and grease and also grease in cans. He testified that his company had also transported pumps, tanks and pipe fittings when directed to do so by their consignors. (Record 58)

15. According to Mr. Blue's testimony he appeared before this Commission at the hearing on the original application on which Order No. 127 was based and at that time the Commission requested that he submit one or two schedules showing the routes over which he proposed to operate. He advised the Commission at that time, according to his testimony, that it was impossible to give a complete list of all points to be served and the routes over which it would be necessary to operate because the constantly shifting economic conditions of the petroleum industry required the abandonment of old bulk stations and the establishment of new bulk stations at frequent intervals. He testified that prior to the issuance of Order No. 127 and continuously thereafter the company operated between all points in the State of Florida when directed to do so by their consignor.

16. The present owners of Blue's Truck Line, Inc., who are also the owners of Motor Fuels Transport, Inc., purchased the outstanding stock of Blue's Truck Line, Inc., from members of the Blue family. One of the primary considerations of this purchase was that they would acquire all rights granted by the Florida Railroad Commission to Blue's Truck Line, Inc., and its predecessor, Mary V. Blue, doing business as Blue's Truck Line, and under which Blue's Truck Line, Inc., and its predecessor, Mary V. Blue, doing business as Blue's Truck Line, had been operating since the issuance of Order No. 127 on March 25, 1930, without complaint either from the Florida Railroad Commission or from the protestants who are parties to this record.

17. The Commission has carefully considered the record in this case, together with briefs submitted, and it is of opinion that it would be manifestly unfair and inequitable to at this time accede to the request of the protestants in this proceeding to so restrict and modify the operating authority heretofore granted to this applicant which would in effect force the company out of business. This is especially true when the protestants are guilty of laches in waiting for a period of approxi-

mately ten years to bring a formal complaint before this Commission as to the operating rights of Blue's Truck Lines, Inc.

18. The contention of the protestants that Blue's Truck Line, Inc., should be required to file schedules showing the company's operations between points in the State of Florida seems to be contrary to the spirit if not the letter of the law because Section 28 of Chapter 14764, Laws of Florida, Acts of 1931, provides as follows:

> "SECTION 28. Nothing in this Act contained shall be construed to require any auto transportation company operating as a private contract carrier or for hire carrier to become a common carrier or to assume any of the duties or responsibilities of common carriage."

19. The Commission is of the opinion that certain rights heretofore granted to Blue's Truck Line, Inc., under Order No. 127 of March 25, 1930, and all of the authority under Order No. 339 of June 19, 1931, should be cancelled; that is to say, it was shown in the record that the company is no longer engaged in transporting in intrastate commerce naval stores products and consequently that portion of Order No. 127 granting such authority should be cancelled and revoked and Order No. 339 should be cancelled and revoked.

20. The Commission is also of the opinion that transportation of petroleum package goods should be restricted to minimum loads of 11,000 pounds and destined to not more than two consignees at one destination.

21. The Commission is further of opinion that the approval of the merger and agreement of consolidation will result in benefits to the carriers involved and to the public; that such approval will grant no new rights to Motor Fuels Transport, Inc., but simply be a merger in it of the rights now enjoyed under Certificate No. 111, and amendments thereto, heretofore mentioned in this Order.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida:

(a) That the authority granted by this Commission in Order No. 127 dated March 25, 1930, be and the same is hereby ratified and confirmed and expressly held to include the transportation of petroleum products in bulk and in package under contract with Sinclair Refining Company and Seaboard Oil Company between all points in the State of Florida.

(b) That the right to transport naval stores in intrastate commerce within the State of Florida by said Order No. 127, and by Order No. 339, dated June 19, 1931, be and the same is hereby REVOKED and said orders are CANCELLED.

(c) That Order No. 782, dated August 24, 1935, be and the same is hereby ratified and confirmed and expressly held to include transportation under contract with Shell Petroleum Corporation petroleum products in bulk and in package between all points in the State of Florida.

(d) That Order No. 1222, dated November 24, 1939, be and the same is hereby ratified and confirmed and expressly held to include the transportation of gasoline, motor fuel, kesosene, fuel and heating oils under contract with The American Oil Company at the rates per gallon set out in Schedule "A" attached to the application over the highways of the State of Florida between the following points:

FROM	TO
Port Everglades, Florida,	Melbourne, Florida
" " "	Miami, Florida
" " "	West Palm Beach, Florida
" " "	Fort Pierce, Florida
Miami, "	Port Everglades, Florida
" "	West Palm Beach, Florida
Sanford, "	Clermont, Florida
" "	Daytona Beach, Florida
" "	Deland, Florida
" "	Lakeland, Florida
" "	Orlando, Florida
" "	Tampa, Florida
" "	Tavares, Florida
Tampa, "	Lakeland, Florida
" "	Orlando, Florida

AND RETURN;

and also is held to include the transportation under contract with The Texas Company lubricating oils and greases, empty drums, diesel and tractor fuel oils from Jacksonville, Florida, to Bunnell, Fernandina, Gainesville, Lake City, Live Oak, Monticello, Quincy, St. Augustine, Sanford, Tallahassee and Titusville and return observing the rates set out in Exhibit "C" attached to said application, and to transport lubricating oils and greases and empty drums at the rates set out in Exhibit "D" of said application between Miami, Florida, and Key West, Melbourne, Stuart, Vero Beach, and empty drums between Miami Beach, Florida, and the above mentioned points.

(e) That Order No. 1256, dated January 16, 1940 is hereby ratified and confirmed and expressly held to include the transportation under contract with The Texas Company of

lubricating oils, greases, empty drums, diesel and tractor fuel oils, between Jacksonville and Madison, Florida.

(f) That Order No. 1286, dated March 21, 1940, be and the same is hereby ratified and confirmed and expressly held to include the transportation under contract with American Oil Company in tank trucks of gasoline, motor fuel, kerosene, fuel and heating oils, over the highways of the State of Florida between Sanford, and Melbourne, and between Port Everglades and Vero Beach, at the rates set out in Supplement dated February 16, 1940 filed with the Commission.

(g) That Order No. 1380, dated November 14, 1940, as amended by Order No. 1389, dated January 20, 1941, be and the same is hereby ratified and confirmed and expressly held to include the transportation of gasoline, kerosene and distillate oil in bulk tanks only under contract with the Southeastern Oil Company from Jacksonville, Tampa, Miami, Port Everglades, Sanford and St. Marks to all points in the State of Florida.

It is further ORDERED that the merger and agreement for consolidation entered into by and between Blue's Truck Line, Inc., and Motor Fuels, Inc., under which said corporations are merged and became a single corporation known as Motor Fuels Transport, Inc., be and the same is hereby APPROVED.

It is further ORDERED that Motor Fuels Transport, Inc., be and it is hereby authorized to operate as a contract carrier by motor vehicle under the laws of the State of Florida and the rules of the Commission, and the Transfer of Certificate No. 111 from Blue's Truck Line, Inc., to Motor Fuels Transport, Inc., be and the same is hereby APPROVED, and the powers, privileges and authorities found therein to exist under Certificate No. 111, as amended, are hereby ratified and confirmed in Motor Fuels Transport, Inc., and such authority shall constitute the entire operating rights of Motor Fuels Transport, Inc.

It is further ORDERED that wherever the transportation of package goods is authorized under any of the herein described orders of the Commission, Motor Fuels Transport, Inc., shall be and is hereby limited to the transportation of such package goods in minimum loads of 11,000 pounds destined to not more than two consignees at one destination.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 24th day of June, 1941.

ORDER NO. 1483,

DOCKET NO. 100-100.

IN RE: COMPLAINT AGAINST LEONARD BROTHERS TRANSFER & STORAGE COMPANY OF MIAMI, FLORIDA, FOR VLOLATING THE TERMS AND LIMITATIONS OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

By Order No. 1467, dated the 10th day of June, 1941, this Commission found Leonard Brothers Transfer & Storage Company of Miami, Florida, guilty of having violated the terms and limitations of its Certificate and assessed penalties against the company including a fine of $50.00. It now appearing that the fine has been paid:

It is therefore CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the payment of said fine of $50.00 be and the same is hereby accepted as full satisfaction of the judgment rendered in Order No. 1467, and that said Citation be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 26th day of June, 1941.

ORDER NO. 1484,

DOCKET NO. 100-1

IN RE: APPLICATION OF CENTRAL TRUCK LINES, INC., OF TAMPA, FLORIDA, FOR AN EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 56 TO AUTHORIZE THE TRANSPORTATION OF FREIGHT IN INTRASTATE COMMERCE BETWEEN JACKSONVILLE, FLORIDA, AND MAXVILLE, FLORIDA, SERVING ALL INTERMEDIATE POINTS OVER STATE ROAD NO. 204; AND ALSO BETWEEN JACKSONVILLE AND CAMP BLANDING USING ROADS 139, 68 AND 48, AND ALSO A CERTAIN NEW ROAD FROM A POINT OF INTERSECTION WITH ROAD 13 SOUTHWEST OF HAMPTON NORTH AND NORTHEASTERLY TO ITS INTERSECTION WITH ROAD 48 AT THE NORTHWEST CORNER OF CAMP BLANDING.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 774 dated March 24, 1941, this matter came on for hearing before the Railroad Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on April 22, 1941

on the original application of Central Truck Lines, Inc., to operate over Road 204 between Jacksonville and Maxville.

John M. Allison and J. F. Smalley, both of Tampa, Florida, appeared for applicant.

2. At the hearing it was proposed by the applicant to amend its application by requesting as an alternate route the use of State Road 68 as now located from Jacksonville to Waller, a point where road 68 intersects with road 48. The amendment was denied at this time and applicant was authorized to later offer such amendment which would be set down for regular hearing.

3. Hearing on the original application proceeded. It appears that said road 204 is not yet completed and that there are no communities to be served on that road but the purpose of the application is to route some of the schedules of the applicant with freight destined to Starke, Camp Blanding and South Florida over this road in order to relieve a congested condition that now exists between Jacksonville and Baldwin, and also to save a distance of between eight and ten miles. If this application is granted the applicant agrees to continue to serve Baldwin by means of its scheduled operation between Jacksonville and Lake City. At the close of this hearing the application was granted but no order was entered until the hearing on the amendment to the application.

4. On May 5, 1941 applicant filed its amendment to its original petition seeking authority to operate in common carriage of property between Jacksonville and Camp Blanding over State Road 68, and also over the unnumbered new State Highway from Hampton to a point near Camp Blanding.

5. Under Notice No. 784, dated June 2, 1941, this amendment to the application was set down for hearing before the Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on June 24, 1941 at 10:00 A. M.

John M. Allison and T. B. Smith of Tampa, Florida, appeared for applicant.

G. P. Everton of Tallahassee, Florida, appeared for Flamingo Truck Lines, Inc.

6. From the record it appears that if this application is granted it will furnish the applicant a more direct route between Jacksonville and Camp Blanding. It would also permit the applicant in making deliveries from Tampa to points South of Hampton to return over a shorter route to Jacksonville rather than being forced to go from Keystone Heights to Starke and then over the presently congested highway through Baldwin to Jacksonville. It is not the purpose of the applicant

to route any of its daylight schedules over this route but it proposes to route approximately nine of its daily schedules, or rather nine trucks over road 68 thus avoiding in its schedules between Jacksonville and Ocala the congestion which now exists on its present route from Jacksonville to Baldwin through Starke. This would also be a saving in mileage which would be of benefit to the carrier and of benefit to the public.

It appears from the testimony of a representative of the State Road Department that the Road Department has approved a route from Jacksonville to Camp Blanding which leaves Jacksonville over State Road 139 and runs to a point just North of the Clay County line and connects with road 68 which runs in a Southwesterly direction to Camp Blanding where it intersects with road 48. It also appears that this route 68 forks at a point near Middleburg, one point going almost directly South and the other bearing Southwesterly toward Camp Blanding. Both of these branches of road 68 are now built and ready for service.

7. The Railroad Commission has carefully considered the record in this case and is of opinion that public convenience and necessity require the granting of the application as amended.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED that the application of Central Truck Lines, Inc., to extend its Certificate of Public Convenience and Necessity No. 56 to authorize the transportation of freight in common carrier motor service between Jacksonville and Maxville, Florida, over State Road 204; and between Jacksonville and Camp Blanding using Highways Nos. 139 from Jacksonville to a point where Road No. 139 connects with road 68; thence over Road 68 to a point near Middleburg where road 68 divides; and thence over the West fork of State Road 68 to Camp Blanding; and also over the East fork of State Road 68 to its intersection with Road 48 at Waller to Keystone Heights; and also between Camp Blanding and the intersection of roads 48 and 68; and also over a proposed new road from its intersection with State Road 13 Southwest of Hampton in a North and Northeasterly direction to its intersection with road 48 at the Northwest corner of Camp Blanding, be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 24th day of June, 1941.

ORDER NO. 1485,

DOCKET NO. 737.

IN RE: APPLICATION OF FLAMINGO TRUCK LINES, INC., TO EXTEND ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 228 TO OPERATE IN INTRASTATE COMMERCE IN COMMON CARRIAGE OF FREIGHT BY MOTOR VEHICLE BETWEEN JACKSONVILLE AND CAMP BLANDING USING STATE HIGHWAYS 139, 68 AND 48; AND ALSO TO OPERATE BETWEEN GREEN COVE SPRINGS AND CAMP BLANDING OVER STATE HIGHWAY 48; AND ALSO TO OPERATE OVER STATE HIGHWAY 204 BETWEEN JACKSONVILLE AND MAXVILLE SERVING CECIL FIELD; AND ALSO TO OPERATE OVER A PROPOSED NEW ROAD FROM ITS INTERSECTION WITH ROAD 13 SOUTHWEST OF HAMPTON AND NORTHEASTERLY TO ITS INTERSECTION WITH ROAD 48 AT THE NORTHWEST CORNER OF CAMP BLANDING.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Flamingo Truck Lines, Inc., operates under Certificate of Public Convenience and Necessity No. 228, and now operates between Jacksonville and Orlando and central Florida points over State Highway No. 3 (U. S. Highway No. 17) serving Green Cove Springs; and also serves between Jacksonville to Baldwin over State Highway No. 1; thence over State Highway 13 to Starke. On June 18, 1941 it filed its application to operate over Highways 139, 68 and 48 between Jacksonville and Camp Blanding, and also from Green Cove Springs to Camp Blanding over road 48, and over new Florida Highway No. 204 between Jacksonville and Maxville serving Cecil Field.

2. Central Truck Lines, Inc., of Tampa, Florida, also filed its application for service over these same routes and its application has been heard by the Commission and Order No. 1484 dated June 24, 1941 has been issued granting its application. At the hearing Flamingo Truck Lines, Inc., appeared and stated that it also operated in this territory, and that the granting of the application of Central Truck Lines, Inc., would enable it to give more expeditious service than Flamingo Truck Lines, Inc., could give unless its application was also granted. The Commission considered these matters at the hearing of Central Truck Lines, Inc., and stated that it was its opinion that all carriers who served in this territory should be permitted to serve over these particular routes as it was purely a matter of operating economy—would shorten the routes and enable the carriers to make more expeditious deliveries to their patrons and, therefore, was in the interest of public convenience and necessity.

3. The Commission is, therefore, of opinion that in the interest of economy of operation, which will result in convenience to the public, the application of Flamingo Truck Lines, Inc., should be granted.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Flamingo Truck Lines, Inc., for an extension of its Certificate of Public Convenience and Necessity No. 228, to operate in intrastate commerce as a common carrier of freight by motor vehicle between Jacksonville and Maxville, Florida, over State Road 204; between Jacksonville and Camp Blanding over State Highways Nos. 139 From Jacksonville to a point where road 139 connects with road 68; thence over road 68 to a point near Middleburg where road 68 divides; thence over the West fork of State Road 68 to Camp Blanding; and also over the East fork of State Road 68 to its intersection with State Road 48 at Waller; and also between Green Cove Springs and Camp Blanding over State Highway 48; also over a proposed new road from its intersection with State Road 13 Southwest of Hampton in a Northeasterly direction to its intersection with Road 48 at the Northwest corner of Camp Blanding, be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 24th day of June, 1941.

ORDER NO. 1486,

DOCKET NO. 100-53.

IN RE: COMPLAINT AGAINST FIVE TRANSPORTATION COMPANY OF BRUNSWICK, GEORGIA, FOR FAILURE TO FILE ANNUAL REPORT FOR 1940.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

This Commission by Order No. 1471, dated the 9th day of June, 1941, found Five Transportation Company guilty of having failed to file its Annual Report for the year 1940 within the time prescribed by law and assessed penalties against said company including a fine of $50.00, and it now appearing that said fine has been paid:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the payment of said fine of $50.00 be and the same is hereby accepted as full satisfaction of the judgment rendered in Order No. 1471, and said Citation be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 17th day of July, 1941.

ORDER NO. 1487,

DOCKET NO. 889.

IN RE: APPLICATION OF MOTOR FUELS TRANSPORT, INC., TO TRANSPORT UNDER CONTRACT WITH AMERICAN OIL COMPANY GASOLINE, MOTOR FUEL, KEROSENE, FUEL AND HEATING OILS BETWEEN PORT EVERGLADES AND STUART, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Motor Fuels Transport, Inc., now has authority to transport gasoline and other petroleum products under contract with American Oil Company between Port Everglades, Florida, and Melbourne, Miami, West Palm Beach and Fort Pierce. On its operation between Port Everglades and Fort Pierce it operates through Stuart, Florida, and now desires authority to deliver gasoline, motor fuel, kerosene, fuels and heating oils at Stuart for the American Oil Company.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity No. 111 of Motor Fuels Transport, Inc., be and the same is hereby extended to include the transportation of gasoline, motor fuels, kerosene, fuel and heating oils under contract with American Oil Company at the rates per gallon for which it now transports these products for said American Oil Company, between Port Everglades and Stuart, Florida.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 24th day of July, 1941.

ORDER NO. 1488,

DOCKETS NOS. 794 AND 734.

IN RE: COMPLAINT OF EUGENE MACK WEAVER DOING BUSINESS AS WEAVER COACH LINE AGAINST ROBERT ROY ASHMORE, JR., DOING BUSINESS AS ASHMORE COACH LINE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 784 dated June 2, 1941, this matter came on for formal hearing before the Railroad Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, at 2:30 P. M. June 23, 1941.

Marion B. Knight of Blounstown, Florida, appeared for complainant.

R. W. Ashmore, Jr., of Tallahassee, Florida, appeared for respondent.

2. Eugene Mack Weaver, doing business as Weaver Coach Line, has filed a complaint against Ashmore Coach Line alleging that Certificate of Public Convenience and Necessity No. 233, which this Commission granted to said Ashmore Coach Line, was obtained through fraud and misrepresentation upon petitioner Weaver Coach Line, and asked that the same be canceled or that said Certificate be amended so as to require the said Ashmore Coach Line to operate with closed doors between Vernon and Ebro, Florida, in order to protect the complainant.

The gravamen of the complaint seems to be that at the time Robert Roy Ashmore, Jr., doing business as Ashmore Coach Line, applied to this Commission for a Certificate of Public Convenience and Necessity as a common carrier of passengers between Graceville and Ebro, Florida, it sought the cooperation of Weaver Coach Line, and in consideration thereof entered into a contract with the said Weaver Coach Line dated February 6, 1941, wherein Ashmore Coach Line agreed to operate its line with closed doors between Vernon and Ebro, Florida, and further agreed to give petitioner, Weaver Coach Line, at least ten days notice within which to purchase the Certificate and equipment of the said Ashmore Coach Line in the event that it decided to sell the same. Weaver Coach Line now contends that Ashmore Coach Line has violated the terms of this agreement.

2 The evidence in this case shows that Weaver Coach Line was operating over the routes between Bonifay and Vernon and from Vernon to Ebro at the time Robert Roy Ashmore, doing business as Ashmore Coach Line, made his application; that a contract was entered into between the patries under which Weaver Coach Line was to be paid $80.00, and agreed to surrender that part of its Certificate covering the territory between Bonifay and Vernon. No order of the Railroad Commission has ever been entered requiring the cancellation of its certificate nor the abandonment of operations over the line between Bonifay and Vernon. Weaver Coach Line contends that it would not have entered into this agreement nor assisted the Ashmore Coach Line to obtain its Certificate for the cash payment of $80.00 only but it relied upon the agreement of Ashmore Coach Line that it would operate this line with closed doors from Vernon to Ebro, and also give it the option to purchase the Certificate in the event it desired to sell it.

3. The Commission has considered the complaint in this case and it appears that no order of the Commission has ever been entered requiring Weaver Coach Line to abandon its line between Bonifay and Vernon and that the main question involved in this case was whether or not Ashmore Coach Line shall be required to operate between Vernon

and Ebro with closed doors. The Commission is of opinion that it would not be conducive to public convenience and necessity to place this requirement upon the Ashmore Coach Line.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the complaint of Eugene Mack Weaver, doing business as Weaver Coach Line, be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 17th day of July, 1941.

ORDER NO. 1489,

DOCKETS NOS. 100-138 AND 100-129.

IN RE: AGREEMENT BETWEEN ST. ANDREWS BAY TRANSPORTATION COMPANY AND A. W. LEE, DOING BUSINESS AS LEE'S COACH LINE, IN REFERENCE TO OPERATION OF LEE'S COACH LINE BETWEEN PANAMA CITY, FLORIDA, AND THE JUNCTION OF FLORIDA STATE HIGHWAYS NOS. 20 AND 500 KNOWN AS SAUNDERS, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1258 dated January 30, 1940, A. W. Lee, doing business as Lee's Coach Line, was granted an extension of its Certificate of Public Convenience and Necessity to operate between Blountstown, Florida, and Panama City via Roads 19 and 20 with closed doors between the point where State Road No. 19 intersects with State Road 20 and Panama City, Florida. This limitation of closed doors was placed on this operation to protect the operation of St. Andrews Bay Transportation Company which is also operating over Highway No. 20 into Panama City.

2. It now appears that St. Andrews Bay Transportation Company and A. W. Lee, doing business as Lee's Coach Line, has entered into an operating agreement under which Lee's Coach Line is to operate over this specific portion of Highway No. 20 for the account of St. Andrews Bay Transportation Company and without the necessity of operating with closed doors. This operating agreement requires Lee's Coach Line to pay the St. Andrews Bay Transportation Company fifty percent of the revenue derived by it from passengers and light express transported along the line at any points between said junction of Florida Highway No. 20 and Florida Highway No. 500 (known as Saunders) and Panama City, Florida.

3. This operating agreement seems to be in the interest of public convenience and necessity because of the fact that Lee's Coach Line operates an earlier schedule than St. Andrews Bay Transportation Company, and there are passengers who desire to be transported on the busses of Lee's Coach Line in order to reach Panama City at an earlier hour. However, the Commission is not disposed generally to approve contracts and agreements with reference to operations of this kind over the highways of the State, the sole jurisdiction over which is lodged with it, and this agreement is approved without prejudice to A. W. Lee, doing business as Lee's Coach Line, to appear before this Commission at any time and show public convenience and necessity for the operation over this portion of the highway without the limitation of closed doors.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the operating agreement entered into on July 8, 1841, by and between St. Andrews Bay Transportation Company and A. W. Lee, doing business as Lee's Coach Line, in reference to that portion of the highway between the point at which State Road 19 (now road 500) and State Road No. 20 intersect (known as Saunders) and Panama City, Florida, be and the same is hereby APPROVED, and A. W. Lee, doing business as Lee's Coach Line, be and it is hereby authorized to pick up and discharge passengers and light express along the line of said described highway at any point between the intersection of said highways and Panama City, Florida.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 15th day of July, 1941.

ORDER NO. 1490,

DOCKETS NOS. 471 AND 451.

IN RE: JOINT APPLICATION OF WEST FLORIDA TRANSPORTATION COMPANY AND ALAGA COACH LINES, INC., BOTH OF DOTHAN, ALABAMA, FOR APPROVAL OF TRANSFER OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 211 FROM WEST FLORIDA TRANSPORTATION COMPANY TO ALAGA COACH LINES, INC.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 784 dated June 2, 1941, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on June 23, 1941, at 10:00 A. M.

T. E. Bunting of Dothan, Alabama, appeared for applicants.

No other appearances were entered.

2. West Florida Transportation Company is a corporation organized under the laws of the State of Florida with its principal place of business in Dothan, Alabama, and is the holder and owner of Certificate of Public Convenience and Necessity No. 211 authorizing it to transport passengers by Motor Vehicle between Panama City and the Florida-Alabama State line via State Highway No. 52.

3. Alabama Coach Lines, Inc., is an Alabama corporation and is engaged in the transportation of passengers by motor vehicle between Dothan, Alabama, Columbus, Georgia, Albany, Georgia and Brewton, Alabama. This company is also authorized to do business in the State of Florida and has filed with this Commission a Permit issued by the Secretary of State of the State of Florida authorizing it to operate in the State of Florida.

4. All of the stock of West Florida Transportation Company and all of the stock of Alaga Coach Lines, Inc., is owned by Mrs. W. L. Andress, W. D. Andress, Elizabeth Andress Trawick and Dorothy Andress Dawkins. The West Florida Transportation Company owns no property in Florida except the franchise rights under Certificate of Public Convenience and Necessity No. 211. It operates in Florida and also a distance of about eighteen miles in Alabama, that is, between Alabama-Florida State line and Dothan, Alabama. If this transfer of Certificate is approved it is proposed to dissolve the West Florida Transportation Company and Alaga Coach Lines, Inc., will operate under its Certificate and the companies will be relieved of corporation taxes and other expenses now incident to the carrying on of the business of both corporations. It was shown in the evidence that Alabama Public Service Commission and the Interstate Commerce Commission had both approved this transfer and the Florida Railroad Commission finds that the proposed transfer is in the public interest.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the joint application of West Florida Transportation Company and Alaga Coach Lines, Inc., to transfer Certificate of Public Convenience and Necessity No. 211 from West Florida Transportation Company to Alaga Coach Lines, Inc., be and the same is hereby APPROVED.

It is further ORDERED that Alaga Coach Lines, Inc., be and it is hereby authorized to operate as an auto transportation company under authority of said Commission under the terms and conditions and over the routes authorized by said Certificate No. 211.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 31st day of July, 1941.

ORDER NO. 1491,

DOCKET NO. 533.

IN RE: APPLICATION OF TOM H. BLOWERS OF JACKSONVILLE, FLORIDA, FOR CONTRACT CARRIER CERTIFICATE TO HAUL PACKING HOUSE PRODUCTS OUT OF TAMPA FOR ARMOUR & COMPANY, CUDAHY PACKING COMPANY AND SWIFT & COMPANY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1324 dated October 16, 1940 there was granted to Tom H. Blowers a Certificate to operate under contract with Armour & Company, Cudahy & Company and Swift & Company transporting packing house products to various points in the State of Florida and over various highways described in detail in said order.

2. After said contract certificate was awarded to said Tom H. Blowers, and on February 7, 1941, he filed with this Commission his written abandonment of that certain contract carrier operation out of Tampa for the three companies named in said order. He stated in said petition that his operation had been discontinued and that he would claim no further rights or benefits by virtue of said order.

3. In the meantime, this cause was under review by the Supreme Court of Florida and such proceedings were had in said Court so that the Court on April 1, 1941, issued its opinion in the case of CENTRAL TRUCK LINES, INC. vs. RAILROAD COMMISSION OF THE STATE OF FLORIDA AND TOM H. BLOWERS, quashing Order No. 1324.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Order No. 1324, dated October 16, 1940, heretofore issued to Tom H. Blowers awarding a contract Carrier Certificate to haul packing house products out of Tampa, Florida, for Armour & Company, Cudahy Packing Company and Swift & Company, be and the same is hereby CANCELED and all authority under said Order to operate over the roads of the State of Florida as a contract carrier be and the same is REVOKED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 31st day of July, 1941.

ORDER NO. 1492,

DOCKETS NOS. 100-5
100-10

IN RE: JOINT APPLICATION OF BROWN'S MOTOR FREIGHT LINES, INC., AND ST. JOHNS RIVER LINE COMPANY, FOR APPROVAL OF LEASE AND SALE OF THE OPERATING RIGHTS AND PROPERTIES OF BROWN'S MOTOR FREIGHT LINES, INC.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA
ORDER APPROVING TEMPORARY LEASE.

This matter came on for consideration upon the joint application of Brown's Motor Freight Lines, Inc., and St. Johns River Line Company, for approval of the temporary lease provisions contained in an agreement for purchase and sale of the properties and operating rights of Brown's Motor Freight Lines, Inc.; and it appearing that applicants intend to apply to this Commission and to the Interstate Commerce Commission for approval of the sale and assignment to St. Johns River Line Company of such properties and operating rights and that, pending the preparation, presentation and final decision upon such applications by this Commission and the Interstate Commerce Commission, the parties have arranged for lease, subject to approval by the same bodies, of the said properties and rights; and it appearing that there is a threatened deprivation or lessened efficiency of the public transportation service conducted by Brown's Motor Freight Lines, Inc., unless temporary approval of said lease provisions be given, it is,

ORDERED AND ADJUDGED by the Florida Railroad Commission that the joint application aforesaid for authority for the applicant, St. Johns River Line Company, to take over the management, control and operation of the properties, transportation business, and operating rights of Brown's Motor Freight Lines, Inc., under the lease provisions in the contract between said applicants dated August 7, 1941, be and the same is hereby approved; and that St. Johns River Line Company be and it is hereby authorized to conduct, as lessee, the transportation service authorized under Certificate of Public Convenience and Necessity Number 91 issued by this Commission allowing the common carriage of freight by motor truck from, to and between Jacksonville, Florida, and Daytona Beach, Florida, over Florida State Road No. 4, with service to, from and between Bayard, St. Augustine, Bunnell, and Ormond, Florida, and all intermediate points, and Port Orange and New Symrna, Florida, as off-line points, and territory and points immediately adjacent to such points and said road, with the use of alternate routes and county roads in the same territory, under the authorized schedules of Brown's Motor Freight Lines, Inc., on file with

this Commission; further, that St. Johns River Line Company, as lessee, may conduct the common carriage of freight by water to, from and between Jacksonville, Florida, and Miami, Florida, serving all intermediate points between Jacksonville and Miami that can be served by water; that St. Johns River Line Company be authorized to take over the management and assume the control of the business of Brown's Motor Freight Lines, Inc., and its properties devoted to transportation service, on the conditions and for the term provided in the aforementioned lease.

The effective date of this order shall be the 20th day of August, A. D. 1941, prior to which date the responsibility for the operation of said business shall continue to be in Brown's Motor Freight Lines, Inc., and on and subsequent to said date the responsibility for the continued operation of said business shall be in St. Johns River Line Company, both subject to the rules, regulations and further orders of this Commission.

Timely applications for approval of the aforementioned sale and purchase shall be presented to this Commission for action thereon under the governing statute before such sale and purchase shall be considered as having been approved by this Commission; this order shall not be construed to mean that formal application, notice and opportunity to be heard on such sale and purchase are dispensed with.

DONE AND ORDERED by the Railroad Commission of the State of Florida this 9th day of August, A. D. 1941.

ORDER NO. 1493,

DOCKET NO. 890.

IN RE: APPLICATION OF ROYCE W. SMITH, OF PINELLAS PARK, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER BY MOTOR VEHICLE TRANSPORTING PASSENGERS, BAGGAGE AND LIGHT EXPRESS BETWEEN PINELLAS PARK AND ST. PETERSBURG, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 787 dated July 28, 1941 this matter came on for formal hearing before the Railroad Commission of the State of Florida at the Suwannee Hotel, St. Petersburg, Florida, on Monday, August 11, 1941.

Frank D. McDevitt, First Federal Building, St. Petersburg, Florida, appeared for the applicant.

No one appeared as a protestant.

2. The original application for this Certificate was filed in the name of Royce W. Smith and Charles H. Van Deusen, and the application was set down for hearing at Tallahassee for Thursday, May 8, 1941. At that time consideration of the application was postponed until further order of the Commission. On May 30, 1941 applicants filed with this Commission an agreement signed by the parties dissolving the partnership between Mr. Smith and Mr. Van Deusen asking that the application be amended by striking out the name of Charles H. Van Deusen and setting the matter down for hearing in the name of Royce W. Smith. This motion was granted and the matter was set for hearing on August 11, 1941 as above mentioned.

3. Pinellas Park is a small community of approximately seven hundred and fifty people located about seven and a half miles from St. Petersburg. The population increases during the winter to some extent due to the winter visitors. Most of the business and trading of the people who reside in Pinellas Park is done in St. Petersburg and it is essential that the residents of Pinellas Park have some adequate means of transportation in and out of St. Petersburg. The only present method of transportation is via Atlantic Coast Line Railroad which operates two trains a day between these points. The applicant, who is now engaged in the taxi business, proposes to furnish transportation with a seven passenger automobile under schedules which call for four round trips per day. He agrees to increase the number of schedules as business warrants. He proposes to operate a circle route from Pinellas Park at 59th Street and Park Boulevard; thence down Haines Road to 16th Road; thence South on 16th Road to 3d Avenue South; thence East on 3d Avenue to 9th Street and North on 9th Street to Haines Avenue. He also proposes to operate with closed doors for two blocks on each side of the route of the St. Petersburg Bus Line along Haines Avenue.

The applicant proposes to charge 15c per passenger each way. He also proposes to issue a ticket good for twelve trips for the price of $1.50.

The Commission is of opinion that public convenience and necessity require the granting of this application.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Royce W. Smith of Pinellas Park, Florida, for a Certificate of Public Convenience and Necessity to transport passengers, baggage and light express between Pinellas Park and St. Petersburg, using a circle route as follows—beginning at 59th Street and Park Boulevard; thence East on Park Boulevard and Haines Road to 16th Street; St. Petersburg; South on 16th Street to 3d Avenue South; East to 9th Street; North

on 9th Street to 34th Avenue and back to Haines Road to the point of beginning, with closed doors for two blocks on each side of the route of the St. Petersburg Bus Line along Haines Avenue, on the schedules and rates described in his application, be and the same is hereby APPROVED and a Certificate of Public Convenience and Necessity will issue to the applicant when he has complied with the rules and regulations of the Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 11th day of August, 1941.

ORDER NO. 1494. Amending Order No. 1492,

DOCKETS NOS. 100-5 AND 100-10.

IN RE: JOINT APPLICATION OF BROWN'S MOTOR FREIGHT LINES, INC., AND ST. JOHNS RIVER LINE COMPANY FOR APPROVAL OF LEASE AND SALE OF THE OPERATING RIGHTS AND PROPERTIES OF BROWN'S MOTOR FREIGHT LINES, INC.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1492 dated August 9th, 1941, temporary lease between Brown's Motor Freight Lines, Inc., and St. Johns River Line Company, under which the St. Johns River Line Company was authorized to take over the management, control and operation of Brown's Motor Freight Lines, Inc., until proper application for the sale and transfer of such operating rights could be presented to the Interstate Commerce Commission and to this Commission, was approved effective August 20, 1941.

2. It now appears that St. Johns River Line Company has been given temporary authority by the Interstate Commerce Commission to operate Brown's Motor Freight Lines, Inc., and such authority will be and become effective on September 11, 1941, and St. Johns River Line Company desires Order No. 1492 to be amended to show the effective date of said order to be the 11th day of September 1941 to conform with the order of the Interstate Commerce Commission.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the effective date of Order No. 1492 be and the same is hereby extended to September 11, 1941 and from and after said date the St. Johns River Line Company shall have temporary authority to conduct the operations of Brown's Motor Freight Lines, Inc., and each of said companies are hereby

required to file timely application with this Commission for approval of sale and purchase of such operation.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 11th day of September, 1941.

ORDER NO. 1495,

DOCKET NO. 271.

IN RE: APPLICATION OF WASHINGTON STORAGE COMPANY, INC., OF MIAMI BEACH, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A LIMITED COMMON CARRIER TRANSPORTING USED HOUSEHOLD GOODS, OFFICE FIXTURES AND FURNITURE AND STORE FIXTURES AND THE STOCK OF THE STORE THE FURNITURE OF WHICH IS TO BE MOVED.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 737 dated April 1, 1935 a Permit as a "For Hire" carrier was issued to Washington Storage Company, Inc., to engage in the moving of used household goods and other articles coming within this description.

2. On or about March 10, 1937 this Commission being of opinion that the transportation of used household goods and related articles was a movement in common carriage limited to the transportation of such goods classified household goods carriers as limited common carriers and prescribed for their observance a regular tariff. Thus the Commission was enabled to protect the carrier from inordinate and destructive competition and the public from the payment of excessive and discriminatory rates. Since that time all household goods carriers have been required to apply to the Commission for a Certificate of Public Convenience and Necessity as a Limited Common Carrier.

3. The Commission is of opinion that those carriers to whom was issued a Permit as a "For Hire" carrier should now be issued a Certificate of Public Convenience and Necessity as a limited common carrier.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the Washington Storage Company, Inc., of Miami Beach, Florida, be and it is hereby awarded a Certificate of Public Convenience and Necessity as a limited common carrier authorized to transport uncrated used household goods, office or store furniture and fixtures and merchandise comprising the

stock of goods of the store, the furniture and fixtures of which are to be moved, between various points in the State of Florida.

It is further ORDERED that Permit No. 248 heretofore issued to Washington Storage Company, Inc., be and the same is hereby CANCELED.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the City of Tallahassee, Florida, this 18th day of September, 1941.

ORDER NO. 1496,

DOCKET NO. 714.

IN RE: APPLICATION OF LONG & CLACK, INC., OF LAKELAND, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER BY MOTOR VEHICLE OF PASSENGERS, LIGHT EXPRESS AND MAIL BETWEEN THE CITY OF SEBRING, FLORIDA, AND THE UNITED STATES BASIC AIR CORPS TRAINING CENTER.

FLORIDA MOTOR LINES CORPORATION, INTERVENER.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 789 dated August 28, 1941, this matter came on for hearing before the Railroad Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Tuesday, September 16, 1941, at 10 o'clock A. M.

Ausley & Ausley of Tallahassee, Florida, represented the applicant.

Joe D. Kinsey of Sebring, Florida, represented the City of Sebring.

A. Y. Milam of Jacksonville, Florida, represented Florida Motor Lines Corporation, Intervener.

2. The applicant is a Florida corporation and now seeks authority to serve as a common carrier of passengers, light express and mail by motor vehicle between the City of Sebring and the United States Basic Air Corps Training Center which is now being constructed a short distance from said city limits. The applicant is primarily interested in local service between the city and the Government Reservation.

At the present time in order to reach this reservation from Sebring it is necessary to travel approximately 9.9 miles from the City Park

in the center of said town using State Road No. 8, which is a paved highway and unimproved Highway No. 59. However, there is in process of construction a new highway which will shortly be available for use which will reduce the mileage to about 5.7 miles from the City Park in the center of the city of Sebring, or to about 3.1 miles from the city limits to said reservation. A part of this route will be over State Highway No. 8.

3. Florida Motor Lines Corporation which exclusively serves over State Road No. 8 between Haines City and Fort Pierce the City of Sebring, filed its petition for intervention in this proceeding and also a tender of service between the City of Sebring and the United States Basic Air Corps Training Center. It contended that it was entitled under the law to the opportunity of furnishing all common carrier passenger service found necessary between the City of Sebring and this reservation. The Commission recognized the validity of the contention of Florida Motor Lines Corporation and permitted it to file its petition of intervention.

4. After hearing all parties and considering the stipulation and agreement entered upon the record by the parties, the Commission is of opinion that public convenience and necessity require long distance service between points in Florida to this reservation which can only be furnished by Florida Motor Lines Corporation, and also local service between the City of Sebring and the reservation which can be furnished by both the applicant and intervener. It was agreed by the applicant that it was interested only in the local service between the City and the reservation and it had no desire to extend its service beyond the reservation or the City of Sebring.

5. It further appears from the evidence presented that in order to enter the reservation a permit must be secured from the government which permit is generally an exclusive one and in this permit both schedules and rates are agreed upon between the governing authority of the reservation and the permittee. The Commission is agreeable to this arrangement but it will require the applicant here to file with this Commission a copy of such permit and also its schedules and rates for approval by the Commission.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity No. 8 of Florida Motor Lines Corporation be and the same is hereby extended to include the transportation of passengers, light express and mail by motor bus between the City of Sebring and the United States Basic Air Corps Training Center using the new highway that is now being constructed between said points with an alternate route from the city limits of Sebring over State Road

No. 8 to intersection with State Road No. 59; thence over State Road 59 to the boundaries of United States Basic Air Corps Training Center.

It is further ORDERED that the applicant, Long and Clack, Inc., be and it is hereby granted a Certificate of Public Convenience and Necessity as a common carrier by motor bus of passengers, light express and mail between the City of Sebring and the United States Basic Air Corps Training Center using the new road that is now being constructed between said points with an alternate route from the city limits of Sebring over State Road No. 8 to intersection with State Road No. 59; thence over State Road 59 to the boundaries of the United States Basic Air Corps Training Center upon the terms and conditions that it will engage solely in local motor bus service between the City of Sebring and the aforementioned reservation, and with the further limitation that such certificate shall expire upon the termination and use of said reservation as a United States Basic Air Corps Training Center.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 18th day of September, 1941.

ORDER NO. 1497,

DOCKET NO. 850.

IN RE: CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 234 OF ST. JOE BUS & TRUCK COMPANY, INC., OF JACKSONVILLE, FLORIDA, AUTHORIZING IT TO OPERATE AS A COMMON CARRIER OF FREIGHT BETWEEN PORT ST. JOE AND PANAMA CITY, FLORIDA, OVER STATE HIGHWAY NO. 10.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1422 dated March 18, 1941 St. Joe Bus and Truck Company, Inc., was authorized to engage in the common carriage of freight between Port St. Joe and Panama City, Florida, over State Road No. 10. This company qualified with the Commission and Certificate of Public Convenience and Necessity No. 234 was issued to it authorizing it to operate as above described.

2. It now appears that this company has found its operations to be very expensive and it is unable to operate at a profit over this highway serving intermediate points and desires to discontinue and abandon its operation.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of St.

Joe Bus & Truck Company, Inc., to discontinue its operation as a common carrier of freight between Port St. Joe and Panama City, Florida, over State Road No. 10 be and the same is hereby GRANTED and Certificate of Public Convenience and Necessity No. 234 heretofore issued to it be and the same is hereby CANCELED and all authority under said Certificate is REVOKED effective as of September 20, 1941.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 22d day of September, 1941.

ORDER NO. 1498,

DOCKET NO. 791.

IN RE: APPLICATION OF TROUP BROTHERS OF MIAMI, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A LIMITED COMMON CARRIER OF HEAVY CONTRACTORS EQUIPMENT.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. This application was first set down for hearing at Miami, Florida, under Notice No. 764. After hearing the testimony of the applicant protest was made that no notice of the hearing had been received by certain of the protestants. In view of this lack of notice the Commission postponed the hearing until further order of the Commission.

At this hearing Leo P. Kitchen of Jacksonville, Florida, appeared for Overseas Transportation Company.

2. Pursuant to Notice No. 788, dated July 28, 1941, further hearing in this matter was held at the Court House in Miami, Florida, on August 13, 1941. The following appearances were entered:

Norris McElya of Miami, Florida, appeared for applicant.

Alfred E. Sapp of Miami, Florida, appeared for protestant, Belcher Oil Company.

F. P. Oldfather appeared for Rail Carriers of Florida.

T. A. Leonard of Miami, Florida, appeared for protestant, Leonard Brothers Transfer & Storage Company.

3. The applicant is a partnership known as Troup Brothers and is composed of E. K. Troup, W. J. Troup, Jr., and G. C. Troup, all active partners in business and all residents of Miami, Florida. The applicant seeks a Certificate of Public Convenience and Necessity as a limited

common carrier transporting contracotrs equipment. The applicant defines heavy equipment of contractors as heavy tractors, draglines, road rollers, ditching machines and equipment of similar type, size and use. Such equipment is of such weight and size as to require a special permit from the State Road Department of Florida. It further agreed to limit its operations to the territory embraced within a radius of one hundred and twenty-five (125) miles of Miami.

The applicant proposes to transport such equipment upon a trailer which is approximately eleven feet wide and has a loading deck of approximately twenty-two feet long. It is equipped with sixteen united tires, eight in front and eight in the rear. The capacity of this trailer is approximately fifty-five tons and is so designed that unusually large equipment can be handled on it. The applicant is engaged in the contracting business and uses this trailer the greater part of the time in transporting its own equipment to various points in and around Miami where it is engaged in work. It has a number of calls from other contractors to transport their equipment and it is now seeking a Certificate for this purpose. Several contractors appeared and testified in behalf of the applicant and approved the type and construction of the equipment of the applicant and testified that the applicant had satisfactorily moved equipment for them; that the equiment of the applicant is safe and that its operations have been efficient and without unnecessary delay; that delay in moving heavy equipment is very expensive to the contractors and that in some instances the movement of their equipment has been delayed for lack of equipment to properly move it.

4. Protestants contend that there is sufficient equipment of this kind in the Miami area to take care of all of the hauling; that there are few calls upon them for moving equipment of this nature and that they are well able to take care of all such calls.

5. The Commission has carefully considered the evidence in this case and is of opinion since this is special work, and delay to the various contractors engaged in defense projects would be serious and expensive, that public convenience and necessity require the granting of this application.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Troup Brothers of Miami, Florida, for a Certificate of Public Convenience and Necessity as a limited common carrier by motor vehicle of contractors heavy equipment defined as heavy tractors, steam shovels, draglines, road rollers, ditching machines and equipment of similar type, size and use and being of such size and weight as to require a special permit from the State Road Department of Florida, limited to a radius of one hundred and twenty-five miles from the city of Miami, Florida, be and the same is hereby GRANTED.

It is further ORDERED that approval shall be secured from the State Road Department for the operation over the highways of this special equipment for each movement made.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 25th day of September, 1941.

ORDER NO. 1499.

DOCKET NO. 915.

IN RE: APPLICATION OF WOOD-HOPKINS CONSTRUCTION COMPANY, INC., OF JACKSONVILLE, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A LIMITED COMMON CARRIER TRANSPORTING HEAVY MACHINERY, FARM EQUIPMENT, STORAGE TANKS, STRUCTURAL STEEL AND HEAVY COMMODITIES REQUIRING SPECIAL HAULING TO ALL POINTS IN THE STATE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 790, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Tuesday, October 7, 1941 at 10 o'clock A. M.

Geo. A. Pierce, 301 Florida Theatre Building, Jacksonville, Florida, appeared for the applicant.

Nathan Schevitz appeared for Kitchen & Schwartz, Jacksonville, Florida, in behalf of Kennelly Transfer & Storage Company.

C. Jay Hardee of Tampa, Florida, appeared for Hart Machinery Company of Tampa and Troup Brothers of Miami, Florida.

W. J. Oven of Tallahassee, Florida, appeared for Receivers of Seaboard Air Line Railway.

2. The applicant is a corporation with its principal place of business in Jacksonville, Florida, located at 478 Jessie Street. It has been engaged in the hauling of heavy materials since 1922 but has confined its hauling within the city limits of Jacksonville, Florida. Its application is in due and legal form with a complete list of equipment it proposes to use, the rates under which it proposes to operate and the financial statement showing that it is financially able to perform efficient service. It has recently had many calls for the transportation of heavy articles outside the city of Jacksonville and has, therefore, filed its application for Certificate of Public Convenience and Necessity

to transport between Jacksonville and various points in the State of Florida.

3. J. L. Hart, doing business as Hart Machinery Company of Tampa, Florida, through its counsel, appeared at the hearing and objected to the application and requested a continuance of the hearing in order that Mr. Hart might appear and protest the application. The Commission took this matter under advisement and proceeded with the taking of testimony. Later in the hearing, after the applicant had agreed to restrict its operation to business originating in the area of Jacksonville, that is to say, to such business as originates in Jacksonville and is transported to points in the State with the provision that this heavy machinery might be transported back to the Jacksonville area, counsel for Mr. Hart withdrew his motion for continuance and his objection to the granting of this application.

4. Kennelly Brothers Transfer & Storage Company, through its President and Counsel, also appeared and objected to the granting of this application on the ground that it was a certificated carrier under the Railroad Commission and had sufficient equipment to perform heavy hauling.

5. The testimony indicates that there are a number of contractors engaged in construction work and in various defense projects who have very heavy machinery to move from one construction job to another. That the articles and machinery usually moved in an operation of this kind consist of all kinds of heavy machinery, contractors equipment, structural steel, concrete culverts, iron and steel pipe of a size of 12 inches and over, and that the handling of these commodities require special equipment and rigging to load and unload. The ordinary common carriers by motor are unable to handle, nor do they desire to handle, this type of equipment. While it can be handled by rail it is much more expensive to handle this way as it must be transported by special trucks to the rail line, loaded and blocked on the cars and then unloaded with this special equipment and hauled to the construction job.

The Commission has considered the evidence in this case and finds that there is a demand for this type of hauling, and since the applicant has restricted its application to the Jacksonville area, and has agreed to strike from its application the hauling of fertilizer materials, lumber and logs, is of opinion that the application should be granted.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Wood-Hopkins Construction Company of Jacksonville, Florida, be and it is hereby authorized to engage in the transportation of heavy machinery, weighing not less than 5,000 pounds, contractors equipment, farm equipment,

boats, storage tanks, structural steel, concrete culverts, iron and steel pipe of 12 inches and over, piling and poles, from Jacksonville to points in the State of Florida with the privilege of transporting the same articles back to Jacksonville.

It is further ORDERED that a Certificate of Public Convenience and Necessity authorizing such transportation be issued to said applicant, Wood-Hopkins Construction Company, Inc., upon full compliance with the law and rules and regulations of the Railroad Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 24th day of October, 1941.

ORDER NO. 1500,

DOCKET NO. 329.

IN RE: LEASE BETWEEN PAN AMERICAN BUS LINES AND PAN AMERICAN TRAILWAYS, INC.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1331 dated August 14, 1940, Pan American Trailways, Inc., was granted temporary authority to operate under lease the interstate rights of Pan American Bus Lines within the State of Florida and under such order a temporary Certificate of Registration was awarded Pan American Trailways, Inc.

2. It now appears that by order of Division 4 of the Interstate Commerce Commission, the lease from Pan American Bus Lines to Pan American Trailways, Inc., was approved but that the terms of said lease were materially changed and protracted negotiations between the two companies have failed to enable these carriers to arrive at a lease agreement which would conform to said order. On this account Pan American Trailways, Inc., has terminated its operations as lessee of Pan American Bus Lines and has asked that the lease agreement be cancelled.

3. Pan American Bus Lines notified this Commission that it did on April 30, 1941 resume operation of schedules under its Certificate of Registration and will continue the same subject to rules and regulations of this Commission.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the lease agreement between Pan American Bus Lines and Pan American Trailways, Inc., approved by Order No. 1331, above mentioned, be and the same is

hereby CANCELLED and all rights granted to Pan American Trailways, Inc., are REVOKED as of April 30, 1941.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 27th day of September, 1941.

ORDER NO. 1501,

DOCKET NO. 326.

IN RE: CONSOLIDATED CERTIFICATE OF GEORGIA STAGES, INC., OF ALBANY, GEORGIA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 956 dated January 8, 1937, the sale and transfer of Certificate of Public Convenience and Necessity No. 194 which was formerly held and owned by Bainbridge Columbus Motor Lines and subsequently sold to S. H. Ader, operating as Ader Coach Line to Georgia Stages, Inc., was approved.

2. By Order No. 993, dated January 28, 1937 the transfer of Certificate of Public Convenience and Necessity No. 63 from R. S. Coleman, operating as Coleman Motor Lines to Georgia Stages, Inc., was approved.

3. Certificate of Public Convenience and Necessity No. 194 authorized the transportation of passengers by motor vehicle between Tallahassee, Florida, and the Georgia-Florida State line via Havana, Florida. Certificate of Public Convenience and Necessity No. 63 covering the operations between Georgia-Florida State Line and Tallahassee over State Highway No. 10, and between Georgia-Florida State line and Monticello over State Road No. 11, and authorized the transportation by motor vehicle of passengers and light express.

Georgia Stages, Inc., has been operating over these routes and under said Certificates and the Commission is of opinion that a consolidated Certificate covering these routes should be granted to Georgia Stages, Inc.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that a consolidated Certificate be issued to Georgia Stages, Inc., of Albany, Georgia, covering the same operation now authorized under Certificates of Public Convenience and Necessity No. 194 and 63—that is to say, transportation in common carriage by motor vehicle of passengers, light express and mail between Tallahassee, Florida, and Georgia-Florida State line via Havana, Florida; and between Georgia-Florida State line and Tallahas-

see, Florida, over State Highway No. 10; and between Georgia-Florida State line and Monticello, Florida, over State Highway No. 11.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 27th day of September, 1941.

ORDER NO. 1502,

DOCKET NO. 917.

IN RE: APPLICATION OF E. M. GAY, PANAMA CITY, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A COMMON CARRIER TRANSPORTING FREIGHT IN TRUCK LOADS ONLY BETWEEN PANAMA CITY AND THE ALABAMA-FLORIDA STATE LINE AND ALSO WITHIN A RADIUS OF TEN MILES IN AND AROUND PANAMA CITY, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 790 dated September 18, 1941 this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on October 14, 1941.

E. M. Gay appeared in his own behalf.

R. M. Smith, 502 First National Bank Building, Mobile, Alabama, appeared for Union Express Freight Company and Union Express Freight Company as lessee of the Pittman Lines.

J. H. Bagley, 127 North Foster Street, Dothan, Alabama, appeared for Atlanta & St. Andrews Bay Railroad Company and Atlanta and St. Andrews Bay Transportation Company.

2. From the application and the testimony produced in support thereof it appears that the applicant desires to haul petroleum products of all kinds for The Texas Oil Company from Mobile into Panama City. He also wanted to pick up and transport full loads for any one offering him such loads in Mobile, Alabama for transportation to Panama City or between Panama City and Mobile, Alabama. It further appears that the applicant has no contract with The Texas Company to transport these products nor has he applied to the Interstate Commerce Commission for a certificate to transport in interstate commerce.

3. The Commission has carefully considered the evidence in this case and finds that the greater part of the transportation desired by the applicant is transportation in interstate commerce over which this Commission has no jurisdiction and that so far as transportation

in intrastate commerce is concerned public convenience and necessity has not been shown for such operation.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of E. M. Gay of Panama City, Florida, for a Certificate of Public Convenience and Necessity as a common carrier transporting in truck loads only between Panama City, Florida, and the Alabama-Florida State line and between Mobile, Alabama, and Panama City, Florida, and also transporting truck loads within a radius of ten miles in and around Panama City, Florida, be and the same is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 6th day of November, 1941.

ORDER NO. 1503,

DOCKET NO. 916.

IN RE: APPLICATION OF TROY WHITE OF PANAMA CITY, FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO TRANSPORT FREIGHT BETWEEN PANAMA CITY, FLORIDA, AND POINTS IN BAY, GULF, WALTON, OKALOOSA, ESCAMBIA, SANTA ROSA AND JACKSON COUNTIES IN COMMON CARRIAGE BY MOTOR VEHICLE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 790 dated September 18, 1941, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Tallahassee, Florida, on October 14, 1941 at 10:00 A. M.

Troy White represented himself as applicant.

R. M. Smith, 502 First National Bank Building, Mobile, Alabama, represented Union Express Freight Company, Inc., of Mobile, Alabama, and also Union Express Freight Company, Inc., as lessee of the Pittman Lines.

J. H. Bagley, 127 N. Foster Street, Dothan, Alabama, represented Atlanta & St. Andrews Bay Railroad Company and Atlanta & St. Andrews Bay Transportation Company.

George Gore for Apalachicola Northern Railroad Company, Port St. Joe, Florida.

2. The application and testimony produced in support thereof shows that the applicant is now engaged in local hauling in and around

Panama City, Florida, and that he now desires to transport lumber, gravel, nails, brick, roofing and other such building materials, and also used household goods between Panama City and points in Bay, Gulf, Walton, Okaloosa, Escambia, Santa Rosa and Jackson Counties. He proposes to use State Roads Nos. 239, 10, 40, 52 and 98. He does not propose to operate on schedule but desires to operate on irregular routes and on irregular schedules.

3. The Commission has considered the application and the record and finds that public convenience and necessity does not require the granting of this application, and further finds that there is no classification in the act under which the applicant might qualify to perform the irregular service over irregular routes for which his application calls.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Troy White of Panama City, Florida, for Certificate of Public Convenience and Necessity to transport in common carriage by motor vehicle over irregular routes and irregular schedules freight specifically limited to building materials, and also to transport household goods between Panama City, Florida, and points in Bay, Gulf, Walton, Okaloosa, Escambia, Santa Rosa and Jackson Counties, be and the same is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 6th day of November, 1941.

ORDER NO. 1504,

DOCKET NO. 100-121.

IN RE: APPLICATION OF FLORIDA MOTOR LINES CORPORATION FOR NEW SCHEDULE BETWEEN TALLAHASSEE, FLORIDA, AND ST. PETERSBURG, FLORIDA, SAID SCHEDULE CALLING FOR LEAVING TIME SOUTHBOUND FROM TALLAHASSEE AT 11:30 P. M. ARRIVING ST. PETERSBURG, FLORIDA, AT 6:45 A. M. AND NORTHBOUND LEAVING ST. PETERSBURG AT 6:00 P. M. ARRIVING TALLAHASSEE 12:59 A. M.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. On March 31, 1941 Florida Motor Lines Corporation filed its application with this Commission for a new schedule between Tallahassee, Florida, and St. Petersburg, Florida, in accordance with Amended Rule 17. Protest of said schedule was filed with this Commission by Tamiami Trail Tours, Inc., on April 5, 1941. The proposed new schedule was

sought in order to render more efficient service, especially during the session of the legislature which convened on April 6, 1941. The proposed new schedule was approved for seasonal operation from May 9th to June 9th, 1941 and subsequently extended until August 24th. On July 29th the operation of the schedule was extended until such time as formal hearing could be held thereon. The Commission during this time approved a seasonal schedule of Tamiami Trail Tours between the same points.

2. It now appearing that the proposed schedule has been efficiently operated as a seasonal schedule since May 9, 1941 and that the same has proved satisfactory, the Commission finds that public convenience and necessity require that such schedule be made permanent.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Florida Motor Lines Corporation for a new schedule between Tallahassee and St. Petersburg leaving Tallahassee at 11:30 P. M. and arriving at St. Petersburg 6:45 A. M. and leaving St. Petersburg at 6:00 P. M. arriving Tallahassee at 12:59 A. M. and serving all intermediate points, copy of which schedule is hereto attached and made a part of this order, be and the same is hereby approved.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 9th day of October, 1941.

ORDER NO. 1505,

DOCKET NO. 100-13.

IN RE: APPLICATION OF TAMIAMI TRAIL TOURS, INC., OF TAMPA, FLORIDA, FOR A NEW SCHEDULE BETWEEN TALLAHASSEE, FLORIDA, AND TAMPA, FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Tamiami Trail Tours, Inc., filed its application for a seasonal schedule between Tallahassee, Florida, and Tampa, Florida, effective May 12, 1941, to August 24, 1941. This schedule proposed a leaving time of 9:30 P. M. from Tallahassee arriving Tampa at 3:30 A. M. and leaving time Tampa 12:15 P. M. arriving Tallahassee at 5:40 P. M. This schedule was approved as a seasonal schedule and its operation was subsequently extended until the matter could be set down for formal hearing to determine whether such schedule should be made permanent.

2. It now appears that there is no objection on the part of any other common carrier of passengers to the making of said schedule

permanent and that public need has been demonstrated for such schedule, and the Commission finding that public convenience and necessity require the granting of the application to make said schedule a permanent schedule:

It is therefore CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Tamiami Trail Tours, Inc., for a new and permanent schedule between Tallahassee, Florida, and Tampa, Florida, said schedule leaving Tallahassee 9:30 P. M. arriving Tampa 3:30 A. M. and leaving Tampa 12:15 P. M. arriving Tallahassee 5:40 P. M. be and the same is hereby APPROVED. Schedule hereto attached and made a part of this order.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 9th day of October, 1941.

ORDER NO. 1506,

DOCKET NO. 889.

IN RE: APPLICATION OF MOTOR FUELS TRANSPORT, INC., OF JACKSONVILLE, FLORIDA, FOR EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A CONTRACT CARRIER BY MOTOR VEHICLE TO AUTHORIZE TRANSPORTATION UNDER CONTRACT FOR ORANGE STATE OIL COMPANY OF PETROLEUM AND PETROLEUM PRODUCTS IN BULK IN TANK TRUCKS AND IN PACKAGES BETWEEN POINTS IN THE STATE OF FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 791 dated September 23, 1941, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on October 27, 1941.

Sam Kassewitz of Jacksonville, Florida, appeared for applicant.

Kitchen & Schwartz of Jacksonville, Florida, for Overseas Transportation Company.

W. J. Oven of Tallahassee, Florida, for receivers of Seaboard Air Line Railway and Florida East Coast Railway.

Clifford T. Inglis for St. Johns River Line Company, Central Truck Lines, Tamiami Trail Tours, Great Southern Trucking Company and Flamingo Truck Lines, Inc.

O. C. Beakes also appeared for Flamingo Truck Lines, Inc.

D. H. Bagley appeared for St. Andrews Bay Railroad and St. Andrews Bay Transportation Company.

2. Upon calling of the application counsel for the applicant moved to amend its application by striking out the words "and in packages" so that said application would read as to the kind of transportation as follows:

"petroleum and petroleum products and petroleum by-products in bulk in tank trucks."

This motion was granted and the application was amended in this respect.

3. The application and the testimony shows that Motor Fuels Transport, Inc., has entered into a contract with Orange State Oil Company, a corporation of Miami, Florida, under which it proposes to transport petroleum products and petroleum by-products in bulk in tank trucks only between all points in the State of Florida and from such origin points as the shipper now has or may hereafter establish. At the present time the shipper is only operating out of Jacksonville and the contract shows rates in cents per gallon from Jacksonville to certain named destinations in the State of Florida. A witness for the applicant explained that at the present time these are the only points which the applicant has been called upon to serve but that should the shipper establish other plants in the State of Florida the applicant desires to serve them also under rates that will be filed with the Commission and will not engage in such hauling until such rates have been approved by the Commission. It was further shown that the twelve points listed in the contract that are to be served from Jacksonville, Florida, are not and cannot be served by rail carriers as there are no facilities there for such service and that the Orange State Oil Company has a contract with the government to supply Camp Blanding and the only way it can be supplied is by truck service performed by the applicant, Motor Fuels Transport, Inc.

4. The Commission is of opinion that public convenience and necessity requires the granting of this application.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Motor Fuels Transport, Inc., of Jacksonville, Florida, for an extension of its Certificate of Public Convenience and Necessity No. 111 authorizing it to transport under contract for Orange State Oil Company petroleum and petroleum by-products in bulk in tank trucks only between Jacksonville, Florida, and the twelve points listed in Exhibit "A" of the contract filed with the Commission, and also between such other points in the State of Florida as the Orange State Oil Company may establish and to

such destination points as the shipper now or may hereafter desire shipments to be made, at the rates set out in such contracts or at such rates as the Commission may approve for transportation to other points not listed in the contract, be and the same is hereby APPROVED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 6th day of November, 1941.

ORDER NO. 1507,

DOCKET NO. 865.

IN RE: APPLICATION OF LIBERTY FILM LINES OF DALLAS, TEXAS, AUTHORIZED TO DO BUSINESS IN THE STATE OF FLORIDA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A CONTRACT CARRIER TRANSPORTING UNDER CONTRACT FOR FILM FOWARDING AGENCY, A TEXAS CORPORATION, QUALIFIED TO DO BUSINESS IN THE STATE OF FLORIDA, BY MOTOR VEHICLE MOTION PICTURE FILMS AND MOTION PICTURE ADVERTISING MATTER TO VARIOUS MOTION PICTURE THEATRES AND SHOW HOUSES IN THE STATE OF FLORIDA USING CERTAIN HIGHWAYS OF THE STATE.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1469 dated May 15, 1941 the application of Liberty Film Lines of Dallas, Texas, for a Certificate of Public Convenience and Necessity as a contract carrier transporting under contract with Film Forwarding Agency by motor vehicle motion picture films and motion picture advertising matter to various motion picture theatres and show houses in certain cities in the State of Florida, was granted.

2. It now appears from the records of the Commission that Liberty Film Lines has never qualified with this Commission by filing a description of its vehicles to be used in this service nor by filing any Certificate of Insurance on said vehicles, and has never complied with the law nor the rules of this Commission in any way, and no Certificate of Public Convenience and Necessity has been issued to it in accordance with said order.

3. It further appears from Certificate of the Secretary of State, dated November 19, 1941, that Liberty Film Lines qualified with the Secretary of State to do business in the State of Florida on August 1, 1935 and said corporation continued in force and effect until August 31, 1940 but that on that date the Permit of said corporation was cancelled by the Secretary of State for its failure to file its Corporation

Capital Stock Tax Reports and for failure to pay its Capital Stock Tax, and that said corporation has dissolved and now has no Permit to operate in the State of Florida and has no agent or place of business or domicile for the service of process within the State of Florida.

4. It further appears that Counsel who represented Liberty Film Lines before this Commission is no longer its Counsel and has notified this Commission that Liberty Film Lines does not intend to operate as a contract carrier within the State of Florida, nor complete its qualifications as such carrier with this Commission.

5. The Commission is of opinion that under such circumstances it should withdraw any authority granted to Liberty Film Lines to operate in Florida and should cancel its Order No. 1469 granting such authority.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Order No. 1469, dated May 15, 1941, authorizing Liberty Film Lines of Dallas, Texas, to operate as a contract carried by motor vehicle transporting under contract with Film Forwarding Agency motion picture films and motion picture advertising matter to various motion picture theatres and show houses in the State of Florida, be and the same is hereby CANCELLED and all authority thereunder is hereby REVOKED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 19th day of November, 1941.

ORDER NO. 1508,

DOCKET NO. 866.

IN RE: APPLICATION OF ALABAMA & FLORIDA TRANSPORTATION COMPANY OF DOTHAN, ALABAMA, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO OPERATE AS A COMMON CARRIER BY MOTOR VEHICLE TRANSPORTING FREIGHT FROM ALABAMA-FLORIDA STATE LINE OVER ROAD 141 TO MARIANNA, FLORIDA, VIA MALONE AND GREENWOOD, FLORIDA, AND ALSO FOR AUTHORITY TO SERVE BASCOM, FLORIDA, WHENEVER IT HAS FREIGHT FOR SAID POINT USING STATE ROAD NO. 90 BETWEEN GREENWOOD AND BASCOM AND COUNTY ROAD BETWEEN MALONE AND BASCOM.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. Pursuant to Notice No. 785 this matter came on for hearing before the Railroad Commission at the Chipola Hotel, Marianna, Florida, on June 13, 1941, at 10 o'clock A. M.

James F. Finch, Esq., appeared for applicant.

No one appeared to protest the application.

2. The applicant is an Alabama corporation organized for the purpose of serving this particular territory as a common carrier of freight. It proposes to serve the territory between Dothan and Marianna, Florida, in interstate commerce and is applying here for a certificate from the Alabama-Florida line to Marianna, Florida, serving Malone, Bascom and Greenwood.

3. Since 1937 the Alabama & Florida Railroad Company has been operating between Cowarts, Alabama, and Greenwood, Florida, serving a part of this territory. The railroad has been operating at a loss for several years and its officials fearing that there was no prospect of an increase in business applied to the Interstate Commerce Commission for authority to abandon the railroad. Hearings were held and the Interstate Commerce Commission by its Order dated October 24, 1941, authorized a Certificate to be issued permitting the abandonment by the Alabama & Florida Railroad Company of its entire line of railroad between Cowarts, Alabama, and Greenwood, Florida, under the condition that any responsible person, firm or corporation might purchase the line within forty days from the date of the order at a price not less than the fair salvage value thereof. No one has notified this Commission they will exercise the right to purchase and continue the operation of the railroad.

4. The applicant proposes to perform practically the same service that the railroad has been performing serving all industries along its line and, in addition, will operate into Marianna. It proposes to operate a daily, except Sunday, service under schedules filed with its application. At present no truck line is operating in this territory and from the testimony offered it is clear that public convenience and necessity require some service in this territory since the abandonment of the line of railroad.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of Alabama & Florida Transportation Company of Dothan, Alabama, for a Certificate of Public Convenience and Necessity to operate as a common carrier of freight by motor vehicle between the Alabama-Florida State line and Marianna, Florida, serving Malone and Greenwood over State Road 141 and also serving Bascom, Florida, by making occasional trips when freight is destined for that point, using County road between Malone and Bascom and road No. 90 between Bascom and Greenwood, Florida, be and the same is hereby APPROVED when said company has complied with the law and the rules and regulations of this Commission in qualifying for such service.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 9th day of December, 1941.

ORDER NO. 1509,

DOCKET NO. 868.

IN RE: APPLICATION OF COCOA AND PENINSULAR MOTOR LINES, INC., FOR AUTHORITY TO EXTEND ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY TO INCLUDE THE TRANSPORTATION OF PASSENGERS AND LIGHT EXPRESS SOUTH FROM THE BANANA RIVER NAVAL AIR STATION AND EAU GALLIE TO INDIALANTIC AND THENCE ACROSS INDIAN RIVER TO MELBOURNE NORTH TO EAU GALLIE AND EAST ACROSS THE RIVER TO EAU GALLIE BEACH RETURNING TO THE NAVAL AIR STATION.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. By Order No. 1451 dated April 22, 1941 the Cocoa and Peninsula Motor Lines, Inc., was authorized to transport by motor vehicle passengers and light express between Cocoa, Florida, Merritt Island, Angel City, Cocoa Beach and the Naval Air Station and to Eau Gallie Beach and the Cocoa Ball Park. It has now applied for an extension of its certificate to authorize service to Indiatlantic, thence to Melbourne, thence to Eau Gallie, thence to Eau Gallie Beach and thence to Banana River Naval Air Station.

2. Florida Motor Lines Corporation is serving this territory by the mainland route between Melbourne, Eau Gallie and Cocoa and opposes the granting of the application of Cocoa & Peninsular Motor Lines, Inc., as applied for but has no objection to the granting of extension with closed doors as between Melbourne and Eau Gallie and between Melbourne and Eau Gallie to and from Cocoa and upon further condition that the application should be limited solely to carriage between the points named in the application and the Banana River Naval Air Station.

3. The Commission has considered this application and the objections offered and is of opinion that the objections are valid ones and that the application should be granted subject to the conditions suggested by the Florida Motor Lines Corporation.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity of Cocoa and Peninsular Motor Lines, Inc.,

be and it is hereby extended to include the transportation of passengers and light express South from the Banana River Naval Air Station and Eau Gallie Beach to Indialantic across Indian River West to Melbourne; North from Melbourne on U. S. Highway No. 1 to Eau Gallie; East from Eau Gallie across the Indian River to Eau Gallie Beach, and North to the Banana River Naval Air Station, such operation to be conducted with closed doors as to all carriage between Melbourne and Eau Gallie and between Melbourne and Eau Gallie to and from Cocoa. This extension will permit service of all intermediate points on the beach route between Indialantic and Cocoa and the transportation of passengers between the points mentioned and the Banana River Naval Air Station.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 12th day of December, 1941.

ORDER NO. 1510,

DOCKET NO. 100-78.

IN RE: REVOCATION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 78 HERETOFORE ISSUED TO JOHN E. NEWHALL OF TAMPA, FLORIDA, AS A CONTRACT CARRIER TRANSPORTING UNDER CONTRACT WITH STANDARD OIL COMPANY.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

1. It appearing that John E. Newhall has ceased operations under his Certificate of Public Convenience and Necessity and requests cancellation thereof, and it further appearing that all mileage tax reports have been filed and mileage taxes due have been paid:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Certificate of Public Convenience and Necessity No. 68 heretofore issued to John E. Newhall authorizing him to operate over the roads of the State of Florida as a contract carrier be and the same is hereby CANCELLED, and all authority granted under such Certificate is hereby REVOKED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 15th day of November, 1941.

ORDER NO. 1511,

DOCKET NOS. 308 AND 942.

IN RE: JOINT APPLICATION S. L. DeLOACH AND F. L. EDWARDS FOR TRANSFER OF PERMIT NO. 238 ISSUED TO S. L. DeLOACH ON MARCH 20, 1935.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

This matter coming on for consideration before the Commission upon joint application of S. L. DeLoach and F. L. Edwards for transfer of all rights of S. L. DeLoach under Permit No. 238 dated March 20, 1935, authorizing the carriage of household goods and uncrated furniture to various points in the State and it appearing that F. L. Edwards has agreed to purchase said operating rights and to assume any and all obligations due to the State of Florida for mileage tax and has further agreed to conduct such operations under the laws and rules of this Commission.

It further appears that household goods carriers are now classified as limited common carriers and in view of this classification the Commission is of the opinion that Permit No. 238 should be cancelled of record and that a certificate of public convenience and necessity as a limited common carrier be issued to F. L. Edwards authorizing the transportation of used, uncrated household goods and uncrated furniture to various points in the State.

WHEREFORE, it is CONSIDERED, ORDERED and ADJUDGED by the Railroad Commission of the State of Florida that Permit No. 238 dated March 20, 1935, be and it is hereby cancelled.

It is further ORDERED AND ADJUDGED that a limited common carrier certificate be issued to F. L. Edwards, New Smyrna, Florida, covering carriage of household goods and uncrated furniture to various points in the State of Florida.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 6th day of January, 1942.

ORDER NO. 1512,

DOCKET NO. 100-79.

IN RE: APPLICATION OF PETROLEUM CARRIER CORPORATION FOR CLARIFICATION OF CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY NO. 19 WHICH IN PART, AUTHORIZES TRANSPORTATION OF PETROLEUM PRODUCTS FOR THE GULF OIL CORPORATION.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

APPEARANCES

Martin Sack, Esquire, for Petroleum Carrier Corporation.

This matter coming on to be heard before the Commission on petition of Petroleum Carrier Corporation for clarification of its Certificate of Public Convenience and Necessity No. 19 which in part authorizes transportation of petroleum products for Gulf Oil Corporation, and it appearing that the authority set forth in Certificate No. 19 is not sufficiently clear to authorize transportation of petroleum products from and to all points in the State of Florida; and it further appearing that the records of this Commission reveal that Petroleum Carrier Corporation has been engaged for a period of over six years in transporting products for Gulf Oil Corporation to and from all points in the State; and it further appearing that Order No. 862 dated May 1, 1936, authorized transfer of Certificate No. 19 from John P. Nutt, trading and doing business as John P. Nutt Company, to the John P. Nutt Corporation; and it further appearing that Petroleum Carrier Corporation is the changed name of the John P. Nutt Corporation; and it further appearing that in said Order No. 862 the operating rights of John P. Nutt, trading and doing business as John P. Nutt Company, were not clearly set forth, but were intended to include transportation of petroleum products under contract for the Gulf Oil Corporation to and from all points in the State of Florida;

In view of the foregoing it is the opinion of the Commission that Order No. 862 dated May 1, 1936, should be amended so as to provide for the transportation of petroleum products for Gulf Oil Corporation to and from all points in the State of Florida.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Order No. 862, dated May 1, 1936, be and the same is hereby amended as of said date to include transportation of petroleum products under contract with Gulf Oil Corporation to and from all points in the State of Florida.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 20th day of January, 1942.

ORDER NO. 1513,

DOCKET NO. 889.

IN RE: APPLICATION OF MOTOR FUELS TRANSPORT, INC., OF JACKSONVILLE, FLORIDA, FOR EXTENSION OF ITS CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AS A CONTRACT CARRIER BY MOTOR VEHICLE TO AUTHORIZE TRANSPORTATION UNDER CONTRACT FOR ORANGE STATE OIL COMPANY OF PETOLEUM AND PETROLEUM PRODUCTS IN BULK IN TANK TRUCKS AND IN PACKAGES BETWEEN POINTS IN THE STATE OF FLORIDA.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

Upon consideration of petition of Florida East Coast Railway and Seaboard Air Line Railway for re-hearing and modification of Order No. 1506, heretofore entered in this cause, it is ORDERED that the petition for re-hearing be and the same is hereby DENIED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 18th day of December, 1941.

Report of Special Counsel

REPORT OF SPECIAL COUNSEL TO THE FLORIDA RAILROAD COMMISSION FOR THE YEAR 1941

Counsel for the Railroad Commission employed under the provision of Section 6733 of the Compiled General Laws of Florida, submits the following report for the year 1941.

INTERSTATE COMMERCE CASES

1. Class Rates Within Southern Territory.

On October 1, 1936, the Florida Railroad Commission filed its petition praying the Interstate Commerce Commission to institute an investigation into the Class Rates within Southern Territory, and that an order be issued requiring the establishment of just and reasonable class rates within said territory.

This petition was supplemental to a petition filed by the Joint Conference of Southern State Commissioners and Shippers of which the Florida Railroad Commission is a member.

The present Class Freight rates applicable in Southern territory are the result of investigation and decision of the Interstate Commerce Commission in Southern Class Rate Investigation, Docket No. 13494, and shown in both the original and supplemental reports of the Interstate Commerce Commission and cited and reported in 100 I. C. C. 513; 109 I. C. C. 300; 113 I. C. C. 200 and 128 I. C. C. 567.

This investigation was commenced in 1920 and occupied several years during which economic conditions were unusual and the country was enjoying a period of prosperity greater than has existed since the rates became effective, and prices of commodities at that time were upon a much higher level than at the present time.

Southern territory, as the term was used in the original report in Southern Class Rate Investigation (100 I. C. C. 513), was stated to be roughly the territory east of the Mississippi River and south of the Ohio River and the line of the Norfolk and Western from Bristol, Tennessee-Virginia, to Norfolk, Virginia. It did not include the east corner of Kentucky seryed by the Chesapeake & Ohio.

For the purpose of the instant proceeding the Interstate Commerce Commission was asked to define Southern territory as:

> "that territory beginning at Norfolk, Virginia, (including Newport News, Virginia, and other points in the Hampton Roads area) then following in line of the Virginia Railway to Roanoke, Virginia; the line of the Norfolk & Western Railway to Kenova,

West Virginia (including St. Paul, Virginia, and Bristol,- plicitly what broadening is desired and why, or giving reasons why it should not be broadened but confined within the limits above indicated."

This Commission filed its statement with the Interstate Commerce Commission prior to December 12, 1936, and contended that the issues should not be broadened but should be confied within the limits indicated in its petition.

Further proceedings in this matter were postponed for a time but preparations are now being made for a full investigation into the reasonableness of the Class Rates within Southern Territory.

LAW CASES

1. **L. & L. Freight Lines, Inc., vs. Railroad Commission. Circuit Court Second Judicial Circuit of Florida for Leon County. Judge Love. Injunction.**

On March 31, 1936 bill of complaint was filed by L. & L. Freight Lines, Inc., against the Railroad Commission of the State of Florida in the Second Judicial Circuit in and for Leon County before Hon. E. C. Love, one of the Judges of said Circuit Court, seeking an injunction to prevent the arrest of its drivers and any interference with the operation of its trucks so long as they were engaged in interstate commerce.

Answer of defendants was filed and the matter was fully argued before the Judge of said Court, and on April 4, 1936 an order was entered denying the application for temporary restraining order with prejudice to plaintiff filing amendment to its bill of complaint and renewing its application for temporary restraining order. Thereupon amendment to bill of complaint was filed on April 15, 1936 and answer to amendment to bill of complaint was filed by defendants on same date, and the matter was fully argued before the Judge of said Court who entered his order on the same date denying said temporary restraining order.

In this proceeding all of the orders of the Interstate Commerce Commission extending the effective date of the Federal Motor Carrier Act of 1935 from October 1st to 15th, 1935 were fully argued, the plaintiff claiming a Federal right to operate under said order over the highways of the State, and defendants claiming that the order of September 30, 1935, extending the effective date of said Act, had been properly construed by Judge A. V. Long of the Federal District Court as a mere administrative order made for the purpose of permitting those who were then operating further time within which to file their applications and

did not confer further rights upon carriers who were not operating prior to October 1, 1935. That if said order was construed as conferring rights upon carriers not engaged in interstate commerce on October 1, 1935, the effective date of the order, the matter would be legislative and not administrative, and any attempt to confer this power upon the Interstate Commerce Commission would be an unconstitutional delegation of power and would render Section 227 of the Federal Motor Carrier Act of 1935 void.

The Judge of the Circuit Court, in his order denying said temporary restraining order, said:

> "* * * and it appearing to the Court that the legal principles involved in said application for temporary restraining order have heretofore been passed upon and decided adversely to the complainant's contention in a case involving the same parties before the United States District Court for the Northern District of Florida, and also before Hon. John B. Johnson, one of the judges of the Circuit Court for the Second Judicial Circuit of Florida; and further that such opinions emanating from said Courts are sufficient to generate at least a doubt as to the legal rights of complainant to engage in interstate commerce traffic on the highways of the State of Florida, and along the routes proposed by said complainant."

Thereupon, L. & L. Freight Lines, Inc., took an appeal to the Supreme Court of Florida from the interlocutory order denying application for restraining order entered by the Judge of the Circuit Court on April 15, 1936, and applied for constitutional writ in aid of and incidental to the appeal.

On May 20, 1936 the Supreme Court, by virtue of the power conferred on it by Section 5 of Article V of the Constitution of the State to "issue all writs necessary or proper to the complete exercsie of its jurisdiction," granted a modified constitutional writ of injunction pending final hearing on this appeal.

This cause was fully briefed and argued before the Supreme Court of Florida, and on June 26, 1936 the Supreme Court dissolved the constitutional writ entered by it and affirmed the order of the lower Court denying the temporary restraining order. Rehearing was denied on July 16, 1936 and the constitutional writ was dissolved.

The Court in this case held in effect that Congress vested in the Interstate Commerce Commission, by the passage of the Federal Motor Carrier Act 1935, the ultimate authority to investigate and decide which motor carriers have brought themselves within the scope of the protective provisions of the Act insofar as the Federal statute or particular

operations appear to be in controversy and require decision upon such statute as a condition to carrier's continuance of operation in interstate commerce. The Court also held that pending findings of fact by the Interstate Commerce Commission on the issue involved in an application for Certificate of Public Convenience and Necessity it is the duty of the State and Federal Courts to protect by injunctive relief temporary benefits conferred by the Act.

L. & L. FREIGHT LINES vs. DOUGLAS, 169 SO. 370; 124 FLA. 696.

Plaintiff, L. & L. Freight Lines, thereupon filed its second amendment to its bill of complaint stating that its application before the Interstate Commerce Commission for a Certificate of Public Convenience and Necessity was being advanced and an early hearing would be had on the same, and alleging that it was the purpose of the inspectors of the Railroad Commission to arrest plaintiff's drivers and attempt to stop the movement of its motor vehicles in interstate commerce, and the Judge of the Circuit Court, without notice to defendants, entered an order dated July 27, 1936 granting a temporary restraining order in this matter.

This matter is now on final hearing and testimony has been taken of some witnesses but not yet completed.

Hearing before the Interstate Commerce Commission was held at Tallahassee, Florida, beginning September 28, 1936 and concluded October 8, 1936.

On June 14, 1937 Examiner W. W. McCaslin made his report and proposed order recommending the denial of this service between Atlanta, Georgia, and Tampa, Florida, and favored the granting of the application for service in interstate commerce between Atlanta, Georgia, and Tallahassee, Florida, via Americus, Albany, and Thomasville, and also between Tallahassee and Live Oak, Florida, and also between Tallahassee and Marianna, Florida.

Exceptions were filed to this order and argument has been had before the Commission but no order has as yet been entered.

Prior to the final order of the Interstate Commerce Commission in this matter, L. & L. Freight Lines, Inc., was purchased by Flamingo Truck Lines, Inc.

On February 7, 1941 a final order was entered by the Interstate Commerce Commission authorizing Flamingo Truck Lines, Inc., the successor of L. & L. Freight Lines, Inc., to operate in interstate commerce between Griffin, Georgia, and Tampa, Florida, via Thomasville, Georgia and Tallahassee, Florida, and the other points covered by the original application filed by L. & L. Freight Lines, Inc.

2. Florida Motor Lines Corporation vs. Florida Railroad Commission. Supreme Court of Florida. Prohibition.

On March 22, 1941 one L. L. Williams filed with the Railroad Commission of the State of Florida an application for a Certificate of Public Convenience and Necessity to operate an auto transportation company for the carriage of passengers from Cross City, Florida, to Lake City, Florida, via Old Town, Fannin Springs, Trenton, Bell and Branford.

Before this matter could be heard, Florida Motor Lines Corporation filed in the Supreme Court of Florida its suggestion for Writ of Prohibition prohibiting the Florida Railroad Commission from hearing this application on the principal ground that the applcation was not in due and proper form.

The Court issued its rule to show cause in prohibition on April 29, 1941.

The Railroad Commission thereupon, and on May 3, 1941, issued its notice postponing the hearing of the application of said L. L. Williams until the further order of the Commission, and until the application for prohibition could be heard in the Supreme Court.

Before this matter could be heard, and on the 7th day of May 1941, the applicant, L. L. Williams, filed his petition before the Railroad Commission to withdraw his application and the application was thereupon dismissed by the Railroad Commission.

These matters were set up by the Railroad Commission in its Motion to Dismiss Suggesiton for Writ of Prohibition, and to Discharge the Rule, and the Supreme Court on November 25, 1941, dismissed the petition for Writ of Prohibition and discharged its Rule to Show Cause.

---

3. Great Southern Trucking Company, a Florida Corporation vs. Florida Railroad Commission. Certiorari.

On April 8, 1941 petition for Writ of Certiorari was filed by the Great Southern Trucking Company in the Supreme Court of Florida to review Order No. 1396, dated February 7, 1941, approving certain schedules of Great Southern Trucking Company between Jacksonville and Miami but requiring that the Northbound portion of the schedules should be operated with closed doors as to traffic originating at and destined to Miami, West Palm Beach and intermediate points.

On May 19, 1941, the Supreme Court issued its Writ of Certiorari requiring that the records and proceedings be certified to the Supreme Court for review.

On May 29, 1941 a Motion to Quash the Writ of Certiorari was filed by the respondents, Florida Railroad Commission.

Tamiami Trail Tours, Inc., through its counsel was by order of the Court allowed to appear and file brief as amicus curiae in this proceeding.

Briefs were filed by all parties and oral argument was had in this proceeding and the Court by its opinion, dated June 27, 1941, quashed the Writ of Certiorari holding that the order complained of was within the administrative authority of the Railroad Commission and had not been shown to have been made in abuse of authority, or in disregard of the controlling provisions and principles of law.

On July 8, 1941, a petition for rehearing was filed setting up certain alleged errors of the Court in its holding but this petition for rehearing was denied on July 22, 1941.

This case is reported in 147 Fla. 552; 3 So. 2d 526.

---

4. The State of Florida vs. William B. MacDonald, Jr., and A. E. Patenaud. Information filed in Criminal Court of Record in Dade County Alleging Violation of Motor Transportation Act.

On April 5, 1941, information was filed in the Criminal Court of Record of Dade County by the County Solicitor alleging certain violations of the Motor Transportation Act by William B. MacDonald, Jr., and A. E. Patenaud.

Assistant Counsel for the Railroad Commission appeared in this case and assisted the County Solicitor. On habeas corpus before Judge Paul D. Barns of the Circuit Court the defendants were discharged on February 15, 1941 on the ground that the information filed failed to allege any commission of crime.

These defendants were operating a travel bureau and the Railroad Commission having failed to secure a conviction, as above mentioned, prepared bill for injunction and filed the same in the Circuit Court of the Eleventh Judicial Circuit in and for Dade County. The style of this case was as follows: RAILROAD COMMISSION OF THE STATE OF FLORIDA VS. WILLIAM B. MacDONALD, JR. AND A. E. PATENAUD, DOING BUSINESS AS CONTACT AUTO TRAVEL SERVICE.

Bill of Complaint was filed on April 3, 1941.

Answer and Motion to Dismiss was filed by the defendant and on April 12th final hearing was had before Honorable Paul D. Barns, Judge of the Circuit Court of Dade County, who granted the Motion and dismissed the bill on the ground that the present Act is not broad enough

to regulate a business of this kind, although the Court stated that such business ought to be put under the law and regulated.

---

5. Central Truck Lines, Inc., vs. Railroad Commission of the State of Florida and Tom H. Blowers. Supreme Court of Florida. Certiorari.

On October 16, 1940 the Railroad Commission of the State of Florida entered its Order No. 1324 granting to Tom H. Blowers a Certificate of Public Convenience and Necessity as a private contract carrier authorizing him to transport packing house products of Armour & Company, Cudahy Packing Company and Swift & Company from the city of Tampa over various routes in the State of Florida.

On January 8, 1941 petition for Writ of Certiorari was filed in the Supreme Court of Florida to review this order on the grounds that the Commission failed to proceed in accordance with the essential requirements of law in that it did not take into consideration the effect the granting of this Certificate will have upon transportation facilities within the territory sought to be served, and further that no certificate holders operating in this territory were ever requested to furnish the service nor was such certificate holders requested to provide any special or lower rate for the transportation involved.

In the meantime, said Tom H. Blowers had never qualified with this Commission to operate under this order and the order was cancelled.

However, the case in the Supreme Court having been fully briefed was heard by the Court on oral argument and in its opinion filed on April 1, 1941, Order No. 1324 was quashed.

This case is reported in 146 Fla. 521; 1 So. 2d 470.

---

6. Railroad Commission of the State of Florida vs. Osceola Groves, Inc. Circuit Court Sixth Judicial Circuit Pinellas County. Injunction.

On January 20, 1941, bill of complaint was filed by the Railroad Commission against Osceola Groves, Inc., alleging that it was conducting an all-expense sightseeing tour by motor vehicle between St. Petersburg and various points throughout the peninsula section of the state without having a certificate of public convenience and necessity authorizing the same. Southern Tours, Inc., a certificate holder under the Railroad Commission, intervened in this proceeding in behalf of the plaintiff, the Railroad Commission of the State of Florida.

Hearing was had before the Circuit Court in and for Pinellas County and on January 30, 1941 a temporary injunction was entered

against the defendant, Osceola Groves, Inc., restraining it from operating until it had complied with the terms and provisions of the law and made proper application to the Railroad Commission and received from such Commission approval for such transportation.

This company thereupon filed its application with the Railroad Commission for a permit to operate a sightseeing tour and continued to operate without compensation until the matter could be heard by the Railroad Commission.

---

7. Atlantic Coast Line Railroad Company, et al. vs. Railroad Commission of the State of Florida and Flamingo Truck Lines, Inc. Supreme Court of Florida. Certiorari.

On June 24, 1941, after formal hearing, the Railroad Commission entered its Order No. 1478 approving the application of Flamingo Truck Lines, Inc., of Jacksonville, Florida, for an extension of its Certificate of Public Convenience and Necessity to operate in intrastate commerce as a common carrier of freight between the Georgia-Florida State line and Tampa, and between Tallahassee and Live Oak, and between Tallahassee and Marianna and between Jacksonville and Tallahassee serving intermediate points.

Petition for Writ of Certiorari to review this order was filed in the Supreme Court of Florida by the Atlantic Coast Line Railroad Company, Railway Express Agency, Receivers of Seaboard Air Line Railway and Central Truck Lines, Inc.

The matter was fully briefed by all parties and heard in oral argument on December 11, 1941.

---

8. Florida Motor Lines Corporation vs. Florida Railroad Commission. Supreme Court of Florida. Certiorari.

By Order No. 1399, dated February 7, 1941, the Railroad Commission of the State of Florida denied the application of Florida Motor Lines Corporation for an extension of its certificate of public convenience and necessity to include operation over State Roads 67 and 25 between Childs Crossing and South Bay, and over roads 26 and 26a between South Bay, Fort Lauderdale and Miami.

It also in the same order granted the application of Mary M. Kettner, doing business as Glades "K" Motor Lines for an extension of her Certificate of Public Convenience and Necessity No. 108 to operate over State Road 26 between South Bay and Fort Lauderdale and between Miami and Fort Lauderdale over State Road 4. It further required

Mary M. Kettner, doing business as Glades "K" Motor Lines, to extend her motor bus transportation service from Moore Haven over road 67 to Childs Crossing and return.

On March 25, 1941 the Commission also entered its Order No. 1424, amending Order No. 1399, to show authority of Mary M. Kettner, to operate into Miami over State Road 26.

It also entered its Order No. 1426, dated March 25, 1941, approving certain lease agreements between Glades "K" Motor Lines and Glades Motor Lines, Inc., a new company that had been organized to take over this operation.

The Commission further, by its Order No. 1447, dated April 25, 1941, amended Order No. 1426 so as to include in said order the operation of Mary M. Kettner, doing business as Glades "K" Motor Lines, between Moore Haven and Childs Crossing over State Highway 67.

On August 1, 1941, Florida Motor Lines Corporation filed its petition for Certiorari in the Supreme Court of Florida to review all of these matters alleging various grounds of illegality.

Counsel for Glades "K" Motor Lines and Glades Motor Lines, Inc., filed their brief and argued the matter as amici curiae.

Full argument was had before the Supreme Court on October 27, 1941, and the Court on December 3, 1941 denied Petition for Writ of Certiorari and sustained the orders of the Railroad Commission.

The opinion of the Court is reported in —— Fla. ——; 4 So. 2d 856.

---

9. Florida Motor Lines Corporation vs. Florida Railroad Commission. Supreme Court of Florida. Certiorari.

By Order No. 1452 dated April 30, 1941, the Railroad Commission awarded a certificate of public convenience and necessity to Georgia-Florida Coaches, Inc., of Lake City, Florida, authorizing it to transport passengers, baggage, newspapers and light express between Georgia-Florida State line and Williston, Florida, via Lake City, Lake Butler, Gainesville and Archer over State Highways 82, 2, 1, 28, 49, 99, 13 and 5. Florida Motor Lines Corporation appeared at the hearing and objected to the granting of this application on the ground that it served several of the specific routes sought and also served the territory involved. It also made a tender of service over such portion of the routes as it did not serve in the event the Railroad Commission found that public convenience and necessity required the service.

Upon the granting of the order, and on June 20, 1941, Florida Motor Lines Corporation filed in the Supreme Court of Florida its

petition in certiorari, together with its brief in support of such petition praying the court to grant its Writ of Certiorari and to quash the order.

Counsel for Georgia-Florida Coaches, Inc., filed its brief as amicus curiae. Briefs of all parties were filed in the cause and the same argued before the Supreme Court on October 27, 1941.

---

10. Florida Railroad Commission vs. Harry Green. Circuit Court Jackson County, Florida. Injunction.

On February 6, 1941, bill of complaint for injunction was filed by the Railroad Commission against Harry Green alleging that he was operating as a Star Mail Carrier by motor vehicle under the postal authorities of the United States government between Apalachicola and Marianna via Port St. Joe, Wewahitchka and Blountstown, and is in violation of the law in that he was transporting passengers and freight without authority from this Commission.

A. W. Lee, doing business as Lee's Coach Line, who operates as a certificated carrier over this territory, was allowed to intervene in this cause.

On February 22, 1941, after hearing, the Circuit Judge of the Circuit Court of Jackson County, Florida, entered a temporary restraining order restraining the defendant from transporting in any motor vehicle any person or persons from whom he accepts or receives money, or anything of value, as compensation or as a recompense for it to transport such person or persons until the defendant complies with the provisions of the statutes and receives proper authority from the Railroad Commission for such transportation.

The foregoing is a brief resume of the more important cases participated in and handled by your counsel before the Interstate Commerce Commission and the law Courts. This report gives no consideration to the many hearings before the Commission which counsel attend, nor to the volume of correspondence incident to their duties, nor to the number of opinions they are called upon to render and write upon various phrases of the regulatory law.

For the convenience of the Commission, and of those who appear before it in various cases an appendix is attached hereto listing the more important cases in which the motor vehicles statute has been construed by the Court with a short statement of the holding of the Courts in each case.

Respectfully submitted,

THEO. T. TURNBULL,
Counsel.

WM. P. SIMMONS, JR.,
Assistant Counsel.

APPENDIX TO REPORT OF SPECIAL COUNSEL

Decisions Interpreting Florida Motor Transportation Laws

INDEX OF CASES DIGESTED

		Page
1.	Alkazin vs Wells, 47 Fed. (2d) 904	290
2.	Cahoon vs Smith, 99 Fla. 1174; 128 So. 632	286
3.	Central Truck Lines vs Railroad Commission, 109 Fla. 395; 147 So. 590 (Strickland Transfer Co. Case)	293
4.	Central Truck Lines vs Railroad Commission, 118 Fla. 526; 160 So. 22 (S. A. L. Truck Service Case)	297
5.	Central Truck Lines vs Railroad Commission, 118 Fla. 555; 100 So. 26 (McLeod Line Case)	298
6.	Central Truck Lines vs Douglass, 127 Fla. 392; 173 So. 162 (S. A. L. Truck Service Case)	308
7.	Central Truck Lines vs Railroad Commission, 133 Fla. 190; 182 So. 783 (Re House Bill 138, 1937)	310
8.	Coleman vs Achim, 114 Fla. 89; 153 So. 96	295
9.	Dickinson vs Cahoon, 107 Fla. 155; 144 So. 345	292
10.	Douglass vs Pan American Bus Lines, 81 Fed. (2d) 222	300
11.	Edwards, In Re: 100 Fla. 989; 130 So. 615	288
12.	Florida Motor Lines vs Railroad Commission, 100 Fla. 538; 129 So. 876	287
13.	Florida Motor Lines vs Railroad Commission, 101 Fla. 1018; 132 So. 851	289
14.	Grubb, In Re: 116 Fla. 387; 156 So. 482	296
15.	Leonard vs Sweet, 114 Fla. 60; 152 So. 857	295
16.	Leonard Brothers vs Carter, 127 Fla. 198; 172 So. 924	301
17.	L. & L. Freight Lines vs Douglass, 14 Fed. Supp. 399	300
18.	L. & L. Freight Lines vs Douglass, 124 Fla. 696; 169 So. 370 (Injunction Case)	305
19.	L. & N. Freight Lines vs Douglass, 124 Fla. 819; 169 So. 501 (Mandamus Case)	306

		Page
20.	L. & L. Freight Lines vs Railroad Commission, 17 F. Supp. 13	306
21.	Lawrence vs Goddard, 124 Fla. 250; 168 So. 13	303
22.	Lowe vs Stoutamire, 123 Fla. 135; 166 So. 310	301
23.	L. & N. R. R. Co. vs Matthews, 104 Fla. 603; 160 So. 469	291
24.	Malone vs Carter, 132 Fla. 818; 182 So. 214	310
25.	Matthews vs State ex rel St. Andrews Bay Trans. Co. 111 Fla. 587; 149 So. 648	294
26.	Merchants & Mutual Asso. vs Matthews, 110 Fla. 325; 149 So 27	294
27.	McJunkin vs Railroad Commission, 122 Fla. 402; 165 So. 368	301
28.	Riley vs Lawson, 106 Fla. 521; 143 So. 619	291
29.	Rogers vs Cunningham, 117 Fla. 760; 158 So. 430	296
30.	S. A. L. Ry. Co. vs Wells, 100 Fla. 1027; 130 So. 587	287
31.	S. A. L. Ry. Co. vs Wells (Pace Case) 100 Fla. 1631; 131 So. 777	288
32.	St. Andrews Bay Trans. Co. vs Carter.....Fla.....; 190 So. 788	311
33.	Smith vs Cahoon, 283 U. S. 555; 75 L. Ed. 1264	286
34.	State ex rel Coats vs Whitaker, 126 Fla. 543; 171 So. 521	307
35.	State ex rel Five Trans. Co. vs Lee, 132 Fla. 183; 181 So. 179 Second Hearing, 191 So. 10	312
36.	State ex rel Fohl vs Karel, 131 Fla. 306; 180 So. 3	309
37.	State ex rel Kelley vs Ramsey, 132 Fla. 647; 181 So. 885	309
38.	State ex rel L. & L. Frt. Lines vs Railroad Commission, 124 Fla. 579; 109 So. 389	304
39.	State ex rel National Trucking Company vs Lee, 132 Fla. 533; 181 So. 182; Second Hearing, 191 So. 17	312
40.	State ex rel R. C. Motor Lines vs Railroad Commission, 123 Fla. 345; 166 So. 840	302
41.	State ex rel Sanders vs Ramsey, 137 Fla. 548; 189 So. 39	311
42.	Tamiami Trail Tours vs Railroad Commission, 120 Fla. 371; 163 So. 1 (Coast to Coast Co. Case)	299
43.	Tamiami Trail Tours vs Railroad Commission, 128 Fla. 25; 174 So. 451 (Tampa-Tallahassee Service Case)	308

Page

44. Travis vs Fry, ... Fla. ....., 190 So. 793 311

45. Tyson vs Stoutamire, 104 Fla. 505; 140 So. 454 290

46. Union Bus Company vs Douglass, 123 Fla. 292; 166 So. 582 302

47. University City Transfer Company vs Railroad Commission, 124 Fla. 308; 168 So. 413 303

48. Merryman vs Southern Tours, 120 Fla. 440; 162 So. 897 313

49. Tamiami Trail Tours, Inc. vs Lee, 142 Fla. 68; 194 So. 305 313

50. Central Truck Lines vs Railroad Commission, 146 Fla. 521; 1 So. 2d 470 .....

51. Great Southern Trucking Company vs Railroad Commission, 147 Fla. 552; 3 So. 2d 526 .....

52. Florida Motor Lines Corp. vs Railroad Commission, ... Fla. .....; 4 So. 2d 856 .....

Cahoon vs. Smith, 99 Fla. 1174; 128 So. 632. Decided May 21, 1930.

Smith, the owner and operator of two motor vehicles used to transport goods under private contract for compensation on the public highways between fixed termini and over regular routes, was arrested for failure to apply and secure a Certificate of Public Convenience and Necessity and conform to the other requirements of Chapter 13,700, Acts of 1929. He brought habeas corpus and the Circuit Court for Duval County held the Act unconstitutional as applied to such carriers. This was reversed on appeal, the Supreme Court holding:

1. Chapter 13,700, Acts of 1929, not invalid as to title.

2. The mileage tax imposed, not invalid because a "toll" for the use of public highways, but is a valid "license" upon the business of transporting for compensation. (Sec. 14, Ch. 13,700, Acts of 1929.)

3. The exemptions in the Act are not arbitrary, unreasonable, or unlawfully discriminatory. (Id. Sec. 1.)

4. The Act does not require private carriers to assume common carrier functions and liabilities, the provisions applicable to private carriers for compensation are separable. (Id.)

(This case reversed by the Supreme Court of the United States. See Smith vs. Cahoon below.)

Smith vs. Cahoon, 283 U. S. 555; 75 L. Ed. 1264. Decided May 25, 1931.

Appeal from the decision of the Supreme Court of Florida in the case of Cahoon vs. Smith, 99 Fla. 1174, 128 So. 632, which upheld the constitutionality of Chapter 13,700, Laws of Florida, Acts of 1929, as applied to private contract carriers for compensation. HELD: Florida Supreme Court reversed; statute invalid as to applicant:

1. The statute purports to require such private carriers to assume the duties and liabilities of common carriers, there being no distinction between the two on the face of this statute and the imposition of such obligations on private carriers being beyond the power of the State. (Ch. 13,700, Acts of 1929.)

2. The statute is void for uncertainty because not expressly distinguished the provisions legally applicable to private carriers from those applicable to common carriers. (Id.)

3. The Act is void because of discrimination in favor of certain private carriers who are exempted, (as against others engaged in like transportation) the classification not being based on anything related to public safety on the highway. (Id.)

Florida Motor Lines vs. Railroad Commissioners, 100 Fla. 538; 129 So. 876. Decided August 4, 1930.

After hearing, Commission granted Georgia-Florida Motor Lines authority to substitute four 25-passenger busses for the five 7-passenger sedans it had been operating under its "grandfather" certificate. Florida Motor Lines objected on the ground that it was operating in the territory involved (Jacksonville to Miami) and was allowed under its certificate sufficient equipment to take care of twice the number of passengers using bus service, and no public convenience and necessity had been shown by applicant. Relief is sought by certiorari.

HELD: Order of Commission quashed:

1. Under Chapter 13,700, Acts of 1929, application for substitution of busses as here was in nature of application of new service, and others already rendering similar service should be considered, and the law contemplates consideration of their rights and privilege where they will be materially injured. Commission did not give due consideration to the statutory privileges of petitioner or to the rights of the public to exclude unnecessary vehicles from operating for hire over the highways. (Sec. 3, Ch. 13,700, Acts of 1929.)

2. Writ of certiorari is proper method of appeal from quasijudicial or judicial orders of Railroad Commission, the ultimate adjudication being to quash the judgment or order reviewed or to quash the writ of certiorari.

3. Administrative, ministerial and judicial functions of Railroad Commission upheld as constitutional and not being among those "powers of government" which must be separately administered by the three main departments.

Seaboard Air Line Railway Company vs. Wells, 100 Fla. 1027, 130 So. 587. Decided October 28, 1930.

Commission granted Union Bus Company authority to inaugurate night schedule between Jacksonville and Marianna without considering the effect on existing rail service. The Railway company brings certiorari.

HELD: Order of Commission quashed because due consideration not given to existing rail service.

1. The provision in Chapter 13,700, Acts of 1929, providing that in granting an application for a certificate the Commission "may take into consideration" certain elements including the effect it may have "upon other transportation facilities within the territory" means such consideration MUST be given since the proceedings are for the public benefit,

and rail service is among the facilities to be considered. (Sec. 3, Ch. 13,700, Acts of 1929.)

2. The word "necessity" as used in the statute does not mean an absolute and indispensable necessity, but one reasonably necessary to meet the public needs. Public convenience and necessity must to a large extent depend on facts of each case. (Id. Sec. 2.)

3. Certiorari is the proper remedy (Citing Fla. Motor Lines vs. Railroad Commissioners, 100 Fla. 538; So. 876.)

In re Edwards, 100 Fla. 989; 130 So. 615. Decided October 22, 1930.

About a year after April 19, 1929 ("Grandfather date" in Chapter 13,700, Acts of 1929) Edwards applied for and was denied by the Commission a certificate, claimed as a matter of right, to operate a truck service between Haines City and Orlando. On certiorari to review Commission order.

HELD: Certiorari denied:

1. "Grandfather" privilege was not exercised within a reasonable time. (Sec. 3, Ch. 13,700, Acts of 1929.)

2. Petition for Writ of Certiorari must set forth the substance of the evidence if it is to be relied upon in any way to show the invalidity of a Commission order based upon it—mere setting forth the order with the statement that it was unsupported by the evidence is insufficient, being a conclusion of the pleader.

Seaboard Air Line Railway Company vs. Wells, 100 Fla. 1631; 131 So. 777. (Known as the Pace Case). Decided January 8, 1931.

Upon application and hearing under Chapter 13,700, Acts of 1929, H. E. Pace was granted by Railroad Commission a certificate of public convenience and necessity to operate a truck service between Jacksonville and Tallahassee. The Commission did not consider the effect on existing rail carriers and whether they could furnish any additional service needed. The Seaboard brings certiorari to quash the order of the Commission.

HELD: Commission order quashed:

1. Commission did not proceed in accordance with the essential requirements of the law in refusing to consider the existing rail and express service. (Sec. 3, Ch. 13,700, Acts of 1929.)

2. "There was no evidence showing that there was any real public necessity for its (applicant's) operation, when the service afforded by the railway and express companies is taken into consideration." (Id. Sec. 2.)

Florida Motor Lines vs. State Railroad Commission, 101 Fla. 1018; 132 So. 851. Decided March 3, 1931.

(See previous case between same parties, 100 Fla. 538; 129 So. 876.)

The Commission granted Georgia-Florida Motor Lines authority to substitute 24-passenger busses for 7-passenger sedans on their run from Jacksonville to Miami on ground of public safety, comfort and convenience. The order granted protestant Florida Motor Lines a similar privilege upon proper showing being made. The latter brings certiorari to quash the order of the Commission on the ground that it was an existing carrier over the route that it had not failed to provide facilities satisfactory to the Commission and that there was no necessity for further passenger facilities over the route.

HELD: Certiorari denied.

1. Under Chapter 13,700, Acts of 1929, if there is substantial competent evidence legally sufficient to support the findings of the Commission, and no rule of law was violated, and the whole records does not show an abuse of authority or arbitrary action, the Commission order will not be set aside on certiorari.

2. Proof of public convenience and necessity as would support a new operation is not necessary to permit an existing certificate holder to improve its service by changing its type of equipment even over a route served by other carriers. (Sec. 3, Ch. 13,700, Acts of 1929.)

3. Order denies no right of Florida Motor Lines secured to it by statutes especially as here where the schedule of the two carriers are different and they operate from different termini. (Id.)

4. Railroad Commissioners are statutory officers and can exercise only such authority and functions as are expressly or impliedly provided for in statutes.

5. "The state may forbid the use of its highways in the business of transportation for hire even in interstate commerce, if no unjust discrimination is thereby perpetrated and federal instrumentalities are not hindered."

6. In absence of federal regulations, numbers, nature, size, weight and operation of vehicle used for hire on public highways may be regu-

lated even as to interstate commerce, where such commerce is not discriminated against or unduly burdened. (Sec. 3, Ch. 13,700, Acts of 1929.)

Alkazin vs. Wells, 47 Fed. (2) 904. Decided 1931.

Application for interlocutory injunction before a three-judge Federal District Court against the Florida Railroad Commission to restrain the enforcement against applicant of the provisions of Chapter 13,700, Acts of 1929, the contention being that since applicant was engaged exclusively in the interstate transportation of passengers, that such Act as to him is violative of the commerce clause of the United States Constitution of the fourteenth amendment to that Constitution and of the Federal Aid Act and the Federal Highay Act.

HELD: Interlocutory injunction denied:

1. State may require interstate motor carrier to obtain certificate of convenience and necessity as prerequisite of use of public highways, the same is grantable on application as matter of course. (Sec. 2, Ch. 13,700, Acts of 1929.)

2. State regulations enforceable against interstate carrier:
   a. Payment of reasonable, nondiscriminatory mileage tax. (Id. Sec. 14.)
   b. Reasonable regulations for protection of safety and comfort of passengers. (Id. Sec. 5.)
   c. Bond or insurance for protection of persons, other than passengers, who sustain injury due to carrier's negligence. (Id. Sec. 4.)
   d. Other which are not named.

Tyson vs. Stoutamire, 104 Fla. 505; 140 So. 454. Decided March 21, 1932.

Tyson was arrested for transporting, but not for compensation within the terms of Chapter 14764, in a private motor vehicle a greater gross load than the 16,000 lb. limit prescribed by Section 3 of Chapter 15625, Acts of 1931, the Motor Vehicle Licensing Act. He contends these laws create an unlawful discrimination against him since a certificated vehicle under Chapter 14764 is allowed a greater weight. Relief sought by Habeas Corpus.

HELD: No denial of equal protection of the laws:

1. The legislative classification of public service vehicles as against private ones for the purpose of regulation is valid and reasonable. (Sec. 1, Ch. 14,764, Acts of 1931.)

2. The legislature may impose on carriers for compensation such greater or less burden as its wisdom may dictate. (Id.)

3. Chapters 14764 and 15625 are not in irreconcilable conflict but are pari materia and must be construed together since both passed the same session of Legislature, both deal with same general subject and the latter provides that nothing therein shall repeal the former. (Purpose and intent of the two Acts stated.) (Id. Sec. 11.)

L. & N. Railway Company vs. Matthews, 104 Fla. 603; So. 469. Decided March 31, 1932.

(See previous case of Seaboard Air Line Railway Company vs. Wells, 100 Fla. 1027; 130 So. 587.)

Certiorari by rail carriers to review Railroad Commission order granting to Union Bus Line a certificate of public convenience and necessity to operate night service between Jacksonville and Marianna.

HELD: Writ quashed.

1. On certiorari, even though the court might have reached a different conclusion on the evidence, this would not jutify substitution of its judgment for that of the Railroad Commission within whose jurisdiction lies the power to decide the question of public convenience and necessity. (Sec. 3, Ch. 14,764, Acts of 1931.)

2. Review of findings and conclusions of Railroad Commission on certiorari is not appellate in its nature, so as to determine whether error was committed as on writ of error or appeal. (Id.)

Riley vs. Lawson, 106 Fla. 521; 143 So. 619. Decided August 24, 1932.

Riley, a citizen and taxpayer, brought a Bill of Complaint under Section 25, of Chapter 14764, Acts of 1931, to enjoin Lawson from engaging in the business of hauling as a "private contract carrier" as defined in the Act without having secured a certificate or permit from the Railroad Commission. The circuit judge dismissed the bill, holding the Act unconstitutional as applied to private contract carriers.

HELD: Act unconstitutional.

1. Use of public highways for gain is special and extraordinary, is not a right but a privilege even as to private contract carriers, and may be prohibited entirely by the Legislature which may permit such use on certain conditions and under certain regulations.

2. Two principles under which state may regulate the use of public highways for gain are:

a. Nature of the business—hauling for compensation.

b. The right to conserve and protect public highways.

3. While the state may entirely prohibit the use of the highways for gain, there are limitations on its right to condition such use.

a. It may not exact as a condition the surrender of any right guaranteed by the federal constitution.

b. It cannot deny to permittees of the same class the equal protection of the laws. This rule does not limit wide discretion in classifying under the police power, presumptions being that such legislation is valid where any conditions are present which will warrant the classification made. Under this rule motor vehicles may be treated as a special class.

4. Private contract carriers may be separately classified and dealt with as distinguished from common carriers, and such private carriers who operate in continuous and recurring carriage may be regulated separately from those whose operations are ordinary or casual. (Long discussion of the three classifications in the Act.) (Secs. 3, 4, 5, Ch. 14764, Acts of 1931.)

5. Construed as a whole the Act contemplates that private contract carriers be granted certificates as a matter of course, no public necessity or demand required to be shown, but consideration must be given to existing facilities and whether the proposed use of the highways would be an inordinate one. (Id. Secs. 4 and 5.)

6. The Act does not impair the right to contract—"the rule is that, if the power exists to accomplish the regulation attempted, such interference with the right to contract is justified as an aid to its exercise." (Id. Sec. 4.)

7. Since the Act on its face specifically sets forth the portions applicable to private contract carriers, such a carrier can be proteted by appropriate judicial proceedings from enforcement against him of inapplicable provisions. (Id. Secs. 4 and 28.)

Dickinson vs. Cahoon, 107 Fla. 155; 144 So. 345. Decided October 24, 1932.

Attack by habeas corpus on the right to enforce the general 16,000 lb. gross vehicle weight limit prescribed by the Motor Vehicle Licensing Act as against certificated carrier under Chapter 14764, Acts of 1931.

HELD:

1. "Chapter 14764, as a regulatory Act, is complete in itself. Without reference to any other statute in this state, this Special Act dealing with certificated motor vehicles, contains within its four corners all the principles of regulation and supervision which are to be applied to those certificated vehicles falling within its purview."

2. The motor vehicle law (now Chapter 15625, Acts of 1931) is principally a licensing and taxing measure intended for motor vehicles generally, but Chapter 14764, being a separate classification of particular vehicles used for hire, rendered inapplicable as to such vehicles the regulation as to weight, speed, etc., in the licensing Act. (Secs. 11, 12, 13, Ch. 14764, Acts of 1931.)

3. The legal effect of the last paragraph in Section 11 of Chapter 17464 is to limit the combined weight and load of all vehicles operating under that Act to 24,000 lbs. (Id. Sec. 11.)

4. The Railroad Commission may by "some special regulation—within the scope of its power to make reasonable rules and regulations applicable to any and all transportation companies," restrict the weight limit of vehicles under its jurisdiction to less than 24,000 lbs. (Id. Sec. 11.)

Central Truck Lines vs. Railroad Commission, 109 Fla. 395; 147 So. 590. Decided April 13, 1933.

Strickland Transfer Company, a certificated operator between Orlando and Tampa, having purchased under authority from the Commission the certificate rights of Merchants Transfer Company, which operated between Orlando and Daytona Beach, applied for and received the approval of the Railroad Commission to change its combined schedule From Daytona Beach to Tampa, so as to provide an expedited service. Central Truck Lines brings certiorari to quash the order of the Commission contending the new schedule creates a new service for which there is no necessity if rights of existing carriers, who already operate through schedules and are able and willing to furnish any additional service, as considered.

HELD: Writ of certiorari quashed:

1. Commission may grant improved schedule to carrier without considering effect on competing carriers, this not being the granting of a new service. (Sec. 3, Ch. 14,764, Acts of 1931.)

2. Findings and conclusions of the Commission will not be set aside on certiorari where there was substantial competent evidence to sustain them and no rule of law was violated and the record discloses no abuse

of authority or arbitrary action. (After discussion of the evidence). (Id. Sec. 3.)

3. Under Chapter 14764, Commission must consider effect on competing lines only:

a. When new certificate is sought.

b. When approval is sought for transfer of certificates. (Id. Secs. 3 and 4.)

Merchants Mutual Association vs. Matthews, 110 Fla. 325; 149 So. 27. Decided May 30, 1933.

Appellant is a co-operative association organized for the express purpose of transporting at actual cost the goods of its stockholders only, and seeks an injunction (denied by the Circuit Judge) to restrain any interference with its operations by the Railroad Commission.

HELD: Injunction denied:

1. The organization is a private contract carrier because it contracts with its stockholders and hauls for them for compensation, and is therefore under the jurisdiction of the Railroad Commission. (Secs. 1 and 4, Ch. 14,764, Acts of 1931.)

Matthews vs. State ex. rel. St. Andrews Bay Transportation Company, 111 Fla. 587; 149 So. 648. Decided August 2, 1933.

The Commission denied application of Union Bus Company to extend its interstate bus operations from Marianna, Florida, to Dothan, Alabama, on ground that application did not appear to be exclusively interstate. Applicant then amended its application to show that proposed service would be entirely interstate. The St. Andrews Bay Company obtained a writ of prohibition against the Commission prohibiting further proceedings on the amended application on the ground that Section 3 of Chapter 14764 prohibited the Commission from considering same within six months from date of the denial of the original application.

HELD: Reversed.

1. Section 3 of Chapter 14764 cannot bar from consideration an application for a purely interstate operation merely because of the denial of one for intrastate rights. (Sec. 3 of Ch. 14,764, Acts of 1931.)

2. Commission orders under Chapter 14764 are not res adjudicata, but Commission has inherent power to grant rehearings and modify previous orders. (Id.)

3. Commission may be required to comply with Section 3 of Chapter 14764 by appropriate processes directed by Circuit Court (Prohibition used here) when invoked by proper party. (Id. Sec. 3.)

Leonard vs. Sweat Fla. 60; 152 So. 857. Decided February 21, 1934.

Habeas corpus to test right of common carrier by motor truck to transport a gross load in excess of the 18,000 lbs. limit prescribed by Chapter 16085, Acts of 1933, (the Motor Vehicle Licensing Law.)

HELD: (On authority of Dickinson vs. Cahoon, 107 Fla. 155; 144 So. 345.)

1. Railroad Commission may issue authority under Chapter 14,764, to transport a gross weight of 24,000 lbs., Chapter 16,085 in no way repealing Chapter 14,764, and Chapter 16,085 being merely an amendment to Chapter 15,625, Acts of 1931, which was held in Dickinson vs. Cahoon, supra, to be inapplicable so far as weights are concerned to vehicles under the jurisdiction of the Railroad Commission. (Sec. 11, Ch. 14,764, Acts of 1931.)

(My Justice Davis concurs on ground that the Attorney General, the Railroad Commission and the Motor Vehicle Commissioner have all concurred in a construction of the uncertain eight provisions of Chapter 16,085 in favor of petitioner's contentions, so that criminal liability under such act must be resolved in favor of accused.)

Coleman vs. Achim, 114 Fla. 89; 153 So. 96. (Share Expense Case.) Decided February 27, 1934.

Habeas corpus to test the right to operate without authority from the Railroad Commission of the owner of a private vehicle who on only one occasion transported for compensation four people from Miami to Hemp, North Carolina.

HELD: Whether defendant violated law depends on facts:

1. If auto trip was joint adventure between auto owner and passengers to which it was agreed that payments by passengers should be contribution to expense of trip, transaction would not come within purview of Chapter 14,764. (Sec. 1, Ch. 14,764, Acts of 1931.)

2. If auto owner holds himself and his auto out to individuals or to public from which these individuals were gathered as being ready, willing and able to transport the persons for a fixed fee as his compensation, he would be a private contract carrier within the statute requiring a certificate of public convenience and necessity. (Id. Secs. 1 and 4.)

In re Grubb, 116 Fla. 387, 156 So. 482. Decided September 7, 1934.

Original mandamus proceedings to compel the Railroad Commission to issue "for hire" permit, under the terms of Chapter 14,764, Laws of 1931, bringing for review before the Court only the Commission's order of denial.

HELD: Writ denied:

1. The Railroad Commission must hold a hearing and investigate and make findings to determine the nature and scope of a proposed "For Hire" operation before issuing a permit where the application suggests some special inquiry. (Sec. 4, Ch. 14,764, Acts of 1931.)

2. Petition for alternative writ of mandamus to require the Railroad Commission to issue a "for hire" permit to a carrier denied such a permit should disclose the entire record of proceedings, unless the order denying the permit is shown to be illegal or unauthorized on its face. (Id.)

3. Certiorari, not mandamus, is the proper remedy for a carrier denied a "for hire" permit by the Railroad Commission, after an adversary hearing at which third parties appeared and protested. (The Court does not say that mandamus may not be used in any case of this nature). (Id.)

Rogers vs. Cunningham, 117 Fla. 760; 158 So. 430. Decided December 28, 1934.

Rogers was charged with operating on the public highways of Pinellas County "one truck and trailer combined (semi-trailer) which weight did exceed the state law." The evidence taken before the committing magistrate showed that the vehicle driven by Rogers was a four-wheel truck which had no provision for carrying a load independently, and to which was coupled in the manner of a semi-trailer, a four-wheel trailer whose wheels were placed so that the front end of the unit would drop to the surface of the road if the unit were detached from the truck. This is an original proceeding in habeas corpus and the Supreme Court stated: "All parties seem to desire an opinion from this Court as to whether a truck and trailer such as Rogers drove is within the provisions of the law limiting the weight to be carried by a semi-trailer."

HELD: Petitioner discharged from custody:

1. The combination vehicle is not a truck and semi-trailer as contended by the state, but is a "four-wheel vehicle attached to or to be drawn by a truck" which "counsel for state in the brief seemingly admit

.....if..... properly equipped..... is entitled to a gross load of 34,000 pounds." (Sec. 3, Ch. Acts of 1933.)

2. Statute regulating weight of load of trucks and trailers being criminal statute should be strictly construed and for accused to be held for trial the charge must plainly and unmistakeably show him to come within its prohibitions. (Id.)

NOTE: Nowhere in this opinion did the Supreme Court hold that a private carrier was entitled to transport upon a vehicle of the character described in the opinion, a gross load of 34,000 pounds.

Central Truck Lines vs. Railroad Commission, 118 Fla. 526; 160 So. 22. Decided February 28, 1935.

The Railroad Commission granted the Seaboard Air Line Railway Company a certificate of public convenience and necessity to operate a common carrier truck service between Tampa and Brooksville and between Waldo and Morriston, but only as a purely substituted service in order to affect a saving in transportation costs, and conditioned upon the resumption of rail service as soon as business warrants it. Central Truck Lines, who also serve this territory bring certiorari contending the Commission could not grant such authority without such proof of public convenience and necessity as would be required of an independent motor carrier.

HELD: Certiorari denied:

1. Section 27 of Chapter 14,764, and Section 6703 C. G. L. contain authority for Railroad Commission in its co-ordinated supervision and regulation of both rail and motor carrier to grant a limited certificate of public convenience and necessity confined to a mere commutation of rail into motor carrier service where there is no grant of general or permanent authority to perform motor vehicle service on the highways, and without such showing of public convenience and necessity as would be necessary for a new service. (Sec. 27, Ch. 14,764, Acts of 1931, and Sec. 6703, C. G. L. 1927.)

2. Statutes regulating rail and motor carriers are in contemplation of law pari materia, and have for their object appropriate regulation of both in their relation to each other and to the transportation needs of commerce in the state. (Id.)

3. "Public convenience and necessity" has not been defined by the lawmakers, and each case must be decided on its own facts weighed in the light of the declared legislative purpose. (Sec. 3, Ch. 14,764, Acts of 1931.)

4. Railroad Commission orders granting or refusing permits of public convenience and necessity, although arrived at in a quasi-judicial form of procedure, are legislative in character and must be sustained, unless clearly invalid because of: (a) misapprehension of law or facts, (b) ultra vires, (c) infringement of complaining party's legal rights, (d) contrary to some essential requirement of the law. (Id. Secs. 3 and 4.)

Central Truck Lines vs. Railroad Commission, 118 Fla. 555; 160 So. 26. Decided March 1, 1935.

The St. Johns River Line Company, operating both river boat and truck service, purchased the McLeod Lines which operated trucks between Orlando and Tampa. The commission in approving the transfer of the certificate rights of McLeod Lines authorized an additional through schedule for St. Johns River Line between Tampa and Sanford. All other carriers objected on the ground that this created an entirely new operation and permitted depressed water-truck freight rates into the Tampa trade territory, all without the required showing of public convenience and necessity and the consideration of existing facilities.

HELD: Order of Commission quashed on Certiorari:

1. Railroad Commission orders regulating the use of the highways by motor transportation companies must, like a statute, be tested by their practical operation and effect rather than by their form. (Ch. 14,764, Acts of 1931.)

2. Motor vehicle rights under certificates separately granted cannot be lawfully combined for the establishment of a through service without first obtaining from the Railroad Commission a certificate of convenience and necessity. Chapter 14,764, Acts of 1931, contemplates no prejudicial alteration in established relationships unless justified by public convenience and necessity. (Id. Sec. 3.)

3. The purpose of a certificate of public convenience and necessity is primarily for public convenience and welfare and not for the advantage and benefit of carriers. (Id. Sec. 3.)

4. Inadequacy of existing service is not necessarily essential to a finding that public convenience and necessity will be served by the linking of existing local services to create a through service. Here the fault was the inclusion in the certificate of a special provision permitting the enjoyment by the St. Johns River Line of rate advantages at the expense of other carriers serving the same territory. (Id. Sec. 3.)

5. The Railroad Commission under the authority given in the Act to include such terms, conditions, and provisions in certificates as it

may deem proper in the public interest may not grant special rates, prejudicial to other carriers. (Id. Sec. 3.)

6. Under the terms of the Act auto transportation company includes a carrier operating partly by water and partly by motor vehicles. (Id. Sec. 1.)

Tamiami Trail Tours vs. Railroad Commission of Florida, 120 Fla. 371; 163 So. 1. Decided July 5, 1935.

Coast to Coast System, Inc., the holder of a certificate to transport freight by motor vehicle from Jacksonville to Tampa via Daytona Beach and Kissimmee and from Jacksonville to Miami via Daytona Beach and Melbourne, was granted by the Railroad Commission the right to operate between Kissimmee and Melbourne on a schedule that would expedite by one day its service from Tampa to Miami. No showing of public convenience and necessity was attempted and Tamiami Trail Tours, Inc., who holds the certificate rights between Tampa and Miami via Fort Myers and the Tamiami Trail seek to set aside the order of the Commission on certiorari.

HELD: Order of Commission quashed:

1. Railroad Commission orders must be tested by their practical operation and affect rather than by their form. (Ch. 14,764, Acts of 1931.)

2. The order granted is not an administrative schedule change which would be authorized under Section 8 of Chapter 14,764, but in effect created a new and different common carrier service between Tampa and Miami for which no showing of public convenience and necessity was made, and none of the essential requirements of the law were followed relative to the granting of a new certificate as set forth in Section 3 of Chapter 14,764. (Id. Secs. 3 and 8.)

3. "Every Certificate of Public Convenience and Necessity that the Railroad Commission is authorized to grant under the law is, in most cases in its last analysis, a statutory license to enjoy a protected public monopoly out of whatever motor transportation business is to be derived by the certificate holder out of its servicing the authorized route and terminal points designated in such a certificate when issued." (Id. Sec. 3.)

4. Convenience and necessity in Chapter 14,764 refers to that of the public as distinguished from that of the private convenience of a carrier. (Id. Sec. 3.)

L. & L. Freight Lines, Inc., vs. Douglass, 14 F. Supp. 399. Decided Nov. 7, 1935.

Suit to enjoin the Florida Railroad Commission from interfering with the common carrier interstate motor truck operations begun by L. & L. Freight Lines on October 13, 1935, over U. S. Highway No. 19 from the Georgia-Florida state line through Tallahassee to Ocala, Dunnellon and Tampa, and over U. S. Highway No. 90 between Tallahassee and Live Oak. Plaintiff contends that under Subsection (b) of Section 206 of the Federal Motor Carrier Act, 1935, it may inaugurate such purely interstate operation up to the effective date of the Motor Carrier Act and continue such operation for one hundred twenty days without authority from the Interstate Commerce Commission, the I. C. C. by proper order having postponed the effective date of Section 206 until October 15, 1935.

HELD: Prayer for temporary restraining order denied:

1. A careful inspection of the postponement order of the I. C. C. makes it clear that the taking effect of the provisions of Section 206 was postponed solely for administrative reasons, was for the benefit only of those who could not qualify under the "grandfather" clause as of June 1, 1935, but were in operation on October 1, 1935, and was not intended to enlarge any rights to engage in interstate commerce. (Motor Carrier Act, 193, Sec. 206; 49 U.S.C.A. Sec. 306.)

Douglass vs. Pan American Bus Lines, 81 F. (2d) 222. Decided December 27, 1935.

The appellee, a bus company desiring to institute a new type of passenger service between New York and Miami and having secured authority from all other states, applied to Florida Railroad Commission for the proper permit and was refused on the ground that, it being an exclusive interstate operation, the passage by Congress of the Motor Carrier Act had deprived the Commission of all jurisdiction over the granting of a certificate to an interstate carrier. The bus company secured an interlocutory injunction from the District judge for Northern District of Florida restraining the Commission from interfering with plaintiff's operaton. From this order the defendants appeal.

HELD: Injunction sustained:

1. From such order court reviews only whether there has been abuse of discretion. Under these circumstances this order was an "exercise of discretion" to protect apparent rights of plaintiff. (Motor Carrier Act, 1935, 49 U.S.C.A. Secs. 301-327.)

2. The bill does not attack either a law of Florida or an order of the Commission, so this is no case for a three-judge court.

3. On the showing made before the Commission, the appellee was entitled to a certificate as a matter of right, it being an exclusive interstate carrier. (Secs. 3 and 28, Ch. 14,764, Acts of 1931.)

McJunkin vs. Railroad Commission, 122 Fla. 402; 165 So. 368. Decided January 20, 1936.

The Commission authorized the Seaboard Air Line Railway to operate common carrier bus service between Fernandina and Lulee in lieu of its previous rail service, a purely substitute service from depot to depot until such time as business would permit the resumption of the rail service McJunkin, who had previously performed this service under contract with the railroad, brings certiorari to quash the order of the Commission on the ground that this is a new service granted without considering public convenience and necessity or the effect on his existing public.

HELD: Certiorari denied:

1. The judgment of the Railroad Commission is proper on authority of Central Truck Lines vs. Railroad Commission, 160 So. 22. Sec. 27, Ch. 14,764, Acts of 1931.)

Lowe vs. Stottamire, 123 Fla. 135; 166 So. 310. Decided February 29, 1936.

Driver for L. & L. Freight Lines, Inc., was arrested for operating a motor vehicle for hire without authority from Railroad Commission in exclusive interstate commerce and he brings habeas corpus.

HELD: Petitioner lawfully held:

1. Enactment of Motor Carrier Act, 1935, did not suspend or supersede state laws applicable to interests motor carriers but left same to be applied without hindering or burdening regulations of Congress applicable to same subject matter. (Motor Carrier Act, 1935; 49 U.S.C.A. Secs. 301-327.)

2. Motor Carrier Act did not impair Chapter 14,764 in so far as it required interstate carriers to register their operation and observe the provisions of the Act capable of being enforced against interstate carriers. (Id.)

3. Alcazin vs. Wells, 47 F. (2d) 904, principles still in effect in so far as state regulations do not now conflict with Motor Carrier Act. (Id.)

4. State's proprietary interest in its roads and right to condition their use for their preservation and for public safety and convenience is to be distinguished from right to prescribe equipment for interstate railroads.

Union Bus Company vs. Douglas, 123 Fla. 292; 166 So. 582. Decided March 19, 1936. Rehearing denied March 23, 1936.

Railroad Commission granted A. J. Redd a certificate of public convenience and necessity to carry passengers between Perry, Branford, Raiford, Macclenny and Jacksonville, but with closed doors between Macclenny and Jacksonville. Union Bus Company brings certiorari to quash the order of the Commission on ground that it was already adequately serving the needs of the public between Macclenny and Jacksonville and is willing and ready to provide any additional service necessary.

HELD: Certiorari denied:

1. Commission may grant new certificate in which a portion of the route is covered by an existing certificate, where the new service is so restricted as to preclude the rendering of competitive service, and where the public convenience and necessity require the duplication of routs to meet the needs of those accommodated by the new service. (Sec. 3, Ch. 14,764, Acts of 1931.)

2. Commission may issue certificates with modifications, and upon such terms and conditions as in its judgment public convenience and necessity may require. (Id.)

State ex rel. R. C. Motor Lines vs. Florida Railroad Commission, 123 Fla. 345; 166 So. 840. Decided March 28, 1936.

Original mandamus proceedings to require the Railroad Commission to grant a certificate of registration to an exclusive interstate private contract carrier by motor vehicle over a certain state highway.

HELD: Peremptory writ granted:

1. The commerce clause of the U. S. constitution ex proprio vigore amounts to a national certificate of public convenience and necessity to carry on interstate commerce and only Congress can limit this right. (Sec. 8, Art. 1, U. S. Constitution.)

2. The certificate of public convenience and necessity as required by the Florida Motor Transportation Act and applied to an exclusive interstate carrier is in effect only a registration of such a carrier's operation, is grantable as a matter of course after opportunity to determine is bona fides, and is only to enable the state to:

(a) Identify the operation.
(b) Collect the mileage taxes due for the use of the highways.
(c) Enforce police regulations which promote public safety and conservation of the highways. (Secs. 1, 2, 3, 4, 11, 12, 13, 16, Ch. 14,764, Acts of 1931)

3. The enactment of the Motor Carrier Act, 1935, by Congress did not suspend or supersede the rights of the state as set forth in paragraph 2 above. (49 U.S.C.A. Secs. 301-327.)

4. The power of the Railroad Commission to determine the route to be used by interstate motor carrier is an exercise of the police power to be exerted after authority is granted as a matter of course to use the state highways in commerce, and cannot be exercised so as to unduly burden or control the right to operate. (Secs. 3 and 14, Ch. 14,764, Acts of 1931.)

Lawrence vs. Goddard, 124 Fla. 250; 168 So. 13. Decided May 5, 1936.

Goddard, manager of a U-Drive-It Company, was arrested for renting an automobile to a party who operated it over a public highway of the state, Goddard not having first obtained a permit from the Railroad Commission and complying with Chapter 14,764, Acts of 1931.

HELD: Accused discharged on habeas corpus:

1. U-Drive-It concerns neither **operate** their own automobiles nor undertake to transport persons or property as part of their business, hence are not **"carriers"** who **"operate"** motor vehicles within the terms of Section 1 (e) of Chapter 15,764. (Sec. 1, Ch. 14,764, Acts of 1931.)

2. The provisions of Chapter 14,764 are unadapted for application to a U-Drive-It operation:

a. Form of bond prescribed by Section is inapplicable. (Id. Sec. 6.)

b. The speed rule in Section 12 cannot be enforced against one who relinquishes control of his vehicle. (Id. Sec. 12.)

c. The driver regulations of Section 19 similarly could not be enforced. (Id. Sec. 19.)

University City Transfer Company vs. Florida Railroad Commission, 124 Fla. 308; 168 So. 413. Decided May 18, 1936.

The Commission after notice and hearing, authorized the transfer of a certificate of public convenience and necessity from Brown's Motor Freight Lines, Inc., to Hi-Way Transports, Inc. This is certiorari to review this order brought by two carriers also serving the same territory. The contentions were that the evidence showed it to be the duty of the Commission to revoke the certificate for failure to operate, that therefore there was nothing to transfer, that Hi-Way Tranports, Inc., had not shown public convenience and necessity; that the Commission failed

to consider: (a) rights and privileges of existing carriers serving the territory; (b) effect on existing facilities in the territory; (c) the interest of the shipping and consignee public.

HELD: Certiorari denied:

1. Where Commission's conclusions are sustained by substantial evidence, they are not reviewable by certiorari.

2. Before certificate can be considered as revoked, there must be formal charge, citation, hearing, and "weighing the probative force of evidence on the merits of the question." (Sec. 10, Ch. 14,764, Acts of 1931.)

3. The certificate not having been revoked, the transferee was under no duty to show existence of public convenience and necessity. (Id. Sec. 3.)

State ex rel. L. & L. Freight Lines, Inc., vs. Douglass, 124 Fla. 579; 169 So. 389. Decided May 13, 1936. Rehearing denied July 19, 1936.

The relator, on October 8, 1935, applied to the Railroad Commission for a certificate of public convenience and necessity to operate a common carrier truck service from Atlanta, Georgia, to Tampa, Florida, through Tallahassee, Perry, Ocala and Dunnellon, and also over state highway No. 1, between Marianna and Live Oak through Tallahassee. The Commission declined to take jurisdiction of the application on the ground that its jurisdiction had been superseded by the passage of the Federal Motor Carrier Act, 1935. This was an original mandamus proceeding to require the Commission to grant the certificate.

HELD: Alternative writ of mandamus quashed and proceeding dismissed:

1. Control by Interstate Commerce Commission over issuance or denial of certificates of public convenience and necessity for operation of motor vehicles in interstate commerce began with date of President's approval of Federal Motor Carrier Act on August 9, 1935, and not from date such Act might become operative. (49 U.S.C.A. Secs. 301-327.)

2. Florida Railroad Commission held without authority to entertain application for issuance of certificate of public convenience and necessity for exclusively interstate motor carrier operation after approval of Federal act governing such certificates, until propriety of issuance had first been submitted to and passed upon by Interstate Commerce Commission. (Secs. 3 and 28, Ch. 14,764, Acts of 1931.)

3. Where Interstate Commerce Commission awards certificate of public convenience and necessity for exclusively interstate motor carrier

operation, Florida Railroad Commission is required to grant carrier state certificate upon proper application to enable commission to enforce state police regulations. (Id. Secs. 3 and 28.)

L. & L. Freight Lines, Inc., vs. Douglass, 124 Fla. 696; 169 So. 370. Decided June 26, 1936.

Appeal from an interlocutory order of the Circuit Court of Leon County denying an application for a restraining order against the Florida Railroad Commission to prevent the enforcement of the Florida Motor Transportation Act against the L. & L. Freight Lines who were engaged in exclusive interstate commerce over certain state highways but who had not secured any authority from the Interstate Commerce Commission under the Federal Motor Carrier Act of 1935 to conduct such business.

HELD: Constitutional writ of injunction dissolved:

1. The Federal right claimed by appellant, while appropriately alleged has not been made clearly to appear by proof submitted to overcome the allegations of the answer denying the lawful inauguration of the operation, and must be established by competent proof before being entitled to injunctive relief in the state courts as against the asserted rights of state officers to continue their enforcement of a state statute otherwise applicable.

2. Since the passage of the Federal Motor Carrier Act, 1935, interstate motor carriers are entitled to injunctive protection of their operations upon it being shown by appropriate allegations and proof that they are entitled to enjoy the temporary privileges and benefits conferred ex proprio vigore by that Act, pending a factual decision by the I. C. C. on their interstate rights. (Secs. 206, Motor Carrier Act 1935; 49 U.S.C.A. Sec. 306.)

3. The purpose of Congress by the Federal Motor Carrier Act was to vest in the I. C. C. the ultimate authority to determine which motor carriers are entitled to operate under the terms of that Act, no such authority remaining in the state regulatory bodies.

L. & L. Freight Lines, Inc., vs. Douglass, 124 Fla. 819; 169 So. 501. Decided July 16, 1936.

Original mandamus proceedings to require the Florida Railroad Commission to grant a certificate of public convenience and necessity for an exclusive interstate motor vehicle operation to a carrier who had not received any authority from the Interstate Commerce Commission under the Federal Motor Carrier Act, 1935.

HELD: Alternative writ of mandamus denied:

1. State Railroad Commission need not grant certificate of public convenience and necessity to motor carrier for interstate operation, until Interstate Commerce Commission finally decides carrier's permanent status, notwithstanding carrier may continue already begun interstate operation until pending application to Interstate Commerce Commission for permanent certificate has been decided since such Federal right is only temporary. (Sec. 3, Ch. 14,764, Acts of 1931.)

L. & L. Freight Lines, Inc., vs. Railroad Commission of Florida, 17 F. Supp. 13. Decided Dec. 4, 1936.

Suit by an interstate common carrier truck line to enjoin Florida Railroad Commission and the Florida State Road Department from enforcing against plaintiff the weight regulations of motor trucks and trailers prescribed by the Railroad Commission under the terms of Chapter 14,764, Laws of Florida, 1931. Planitiff contends that by the Motor Carrier Act, 1935, Congress assumed the regulations of interstate motor carriers for hire, preempting the field to the exclusion of state regulation.

HELD: Injunction denied.

1. Federal Motor Carrier Act does not regulate interstate motor vehicle carriers as to weight so as to displace Florida state regulations, this being plainly shown by the failure to enumerate weights in Section 204 of the Act which states the extent of the authority given the Interstate Commerce Commission over motor vehicle carriers, and by Section 225 of the Act which authorizes the I. C. C. to investigate and report on the **need** for Federal regulation of the weight of motor vehicles. (Secs. 204 and 225, Motor Carrier Act 1935; 49 U.S.C.A. Secs. 304 and 325.)

2. Courts will not hold that regulatory police powers of the states to prescribe size and weights of vehicles using state highways in interstate commerce are superseded except on clear evidence of intent of Congress to occupy and pre-empt that field of regulation.

State of Florida ex rel. Morris Coats vs. Whitaker, 126 Fla. 543; 171 So. 521. Decided December 18, 1936.

Original habeas corpus proceeding by operator of a motor vehicle to secure release from arrest for transporting commercial fertilizer from factory to farmer-consumer without authority from Railroad Commission. It was agreed that this was a "casual and irregular" trip by one regularly engaged in hauling exempted products (agricultural products) and that trucks were operating under private license from the Motor Vehicle Department.

HELD: Petitioner remanded to custody:

1. Transporting of commercial fertilizer to the farmer is not exempt from provisions of Motor Transportation Act. (Sec. 30, Ch. 14,764, Acts of 1931.)

2. Vehicle used in hauling for compensation in order to be exempt under Section 30 of Chapter 14.764 must be devoted "exclusively" to such operation. (Id.)

3. "Casual and irregular" trips, under Section 30, are not exempt unless the person making them is not engaged in the **business** of for hire carriage as the petitioner was here, even though he is permitted to operate under private license by the motor vehicle license law. (Id.)

Leonard Bros. Transfer & Storage Company, et al. vs. Carter, 127 Fla. 198; 172 So. 924. Decided February 26, 1937.

Original mandamus proceedings to require the Railroad Commission to deny and dismiss an application filed by the Railroad Express Agency for a "For Hire" carrier's permit. A temporary permit had been granted and the Commission had thereafter held a hearing, upon the protests of the relators, to determine the exact nature of the operation and whether or not the permit was the proper authority to grant. The mandamus proceedings were brought eighteen days after the hearing and before the Commission had announced its decision.

HELD:

1. The Railroad Commission has power to tentatively grant an application for a "for hire" permit, and thereafter conduct an inquiry to determine whether the same is proper and should be allowed to remain in force. (Sec. 5, Ch. 14,764, Acts of 1931.)

2. Mandamus cannot be used to coerce a particular decision by the Railroad Commission on a matter within its jurisdiction where Commission has the matter under advisement.

Central Truck Lines, Inc., vs. Douglass, 127 Fla. 392; 173 So. 162. Decided February 16, 1937.

Petition for Writ of Certiorari to review four orders of the Railroad Commission, the first of which granted and the balance extended the authority of the Seaboard Air Line Railway to operate a common carrier truck service between certain towns served by its rail lines. (See Central Truck Lines vs. Railroad Commission, 118 Fla. 526; 160 So. 22, upholding the first of these orders.) The petitioned in this case contends that all of the orders taken together, and in connection with an administrative interpretation thereof, (Traffic Circular No. 30) constitute the granting of a Certificate of Public Convenience and Necessity without requiring proof of the same as required by the Motor Transportation Act.

HELD: Certiorari denied:

1. The orders complained of are merely an extension of the same purely substituted rail service which was upheld in Central Truck Lines vs. Railroad Commission (cited above) (Sec. 27, Ch. 14,764, Acts of 1931.)

2. Traffic Circular permitting rail carriers to inaugurate pick-up and delivery service at stations, with alternative provision permitting carriers to make allowance when freight was taken from station platform by consignee or delivered at platform by consignor, HELD not unlawful authorization to railroad companies to conduct pick-up and delivery service, where same alternative was declared to be allowable to public highway carriers. (Acts 1931, Ch. 14,764, Sec. 30.) (Id. Secs. 3 and 27.)

Tamiami Trail Tours, Inc., vs. Railroad Commission, 128 Fla. 25; 174 So. 451. Decided March 11, 1937.

Tamiami Trail Tours seeks to review by certiorari an order of the Railroad Commission denying an application to operate a common carrier bus service between Tampa and Tallahassee, Florida.

HELD: Writ of Certeriorari granted and order of Railroad Commission quashed:

1. Petitioner held to have met the burden resting upon it as a basis for having issued a certificate where Commission found that part of territory was suffering to some extent from lack of through transportation facilities and such service would be a great convenience to that part of public. (Sec. 3, Ch. 14,764, Acts of 1931.)

2. Certiorari will lie to review an order of the Railroad Commission denying an application for Certificate of Public Convenience and Necessity. (Id. Sec. 3.)

3. (On rehearing.) In Certiorari Supreme Court cannot direct respondent to enter any particular order or judgment but can only deny the writ or quash the order reviewed, and, where order is quashed, leaving the proceedings as they were before such order was entered. (Davis concurring: Decision of reviewing Court in certiorari becomes the "law of the case" which must be followed in any further proceedings before inferior tribunal, mandamus being the remedy to coerce such action.)

State ex rel Fohl vs. Karel, Sheriff, 180 Sou. 3. Decided Mar. 30, 1938. Original Proceeding in Habeas Corpus.

The petitioner was arrested and charged with operating a motor vehicle in transporting goods for compensation without any authority from the Railroad Commission. On original habeas corpus proceedings in the Supreme Court, the facts were stipulated and it was agreed that at the time of his arrest Fohl was driving a truck which was **jointly owned and operated** by two merchants, neither of which had anything in common except their need for transporting their products and this arrangement whereby each contributed to the cost of operating the truck in proportion to his use of the truck. It was agreed that this was a bona fide joint ownership of the truck.

HELD: Prisoner discharged.

1. The operation does not come within the Motor Transportation Act because the two merchants are merely transporting their own goods in their own vehicle as an incident to their private business. (Sections 1 and 30 of Chapter 14,764, Acts of 1931.)

2. Joint owners and operators of a truck are tenants in common and as such each is entitled to possession and use so long as not to interfere with rights of co-owner, and therefore such operators do not come within the scope of the Act which is intended to regulate only those who haul for others. (Id. Secs. 1 and 30.)

State ex rel George Kelley vs. Ramsey, Sheriff. 132 Fla. 647 181; So. 885. Decided June 6, 1938.

This was an original proceeding in habeas corpus to test the jurisdiction of the Railroad Commission over the operation of taxi-cabs outside of cities and towns. The petitioner who was engaged in the general taxi business in Tallahassee had transported several persons from Tallahassee to Gainesville, and had no authority from the Commission.

HELD: Petitioner remanded to custody.

1. Taxi-cabs hauling persons for compensation outside of municipalities are within the purview of the Motor Transportation Act and are not within any of the exempting provisions in Section 30 of the Act, it being immaterial that taxi company is licensed to operate a taxi business in a particular city. (Secs. 1 and 30, Chapter 14,764, Acts of 1931.)

Malone vs. Carter. 132 Fla. 818; 182 So. 214. Decided June 15, 1938.

Injunction suit instituted in the Circuit Court for Dade County, Florida, by P. T. Malone doing business as P. T. Malone Horse Pullman Service, to enjoin the Florida Railroad Commission from regulating the business of transporting race-horses by truck for hire between the Tropical Park and Hialeah Race Tracks in Dade County, Florida.

HELD: Decree of Lower Court dismissing bill of complaint affirmed:

1. The transportation of race-horses between race tracks in Dade County, Florida, is subject to the jurisdiction of the Florida Railroad Commission, since the law specifically provides that such transportation shall not be exempt from the jurisdiction and control of the Railroad Commission. (Sec. 30 of Chap. 14,764, Acts of 1931, as amended by Chapters 18,028 and 18,029, Acts of 1937.)

Central Truck Lines, Inc., vs. Railroad Commission, 133 Fla., 190; 182 So. 783. Decided June 10, 1938.

Original proceeding in certiorari to review an order of the Railroad Commission granting the Seaboard Air Line Railway Company the right to operate motor trucks between Jacksonville and Live Oak, Florida, which authority was granted by the Railroad Commission as provided in Section 27, Chapter 14,764, Acts of 1931, as amended by Chapter 18,027, Acts of 1937. It was contended by the petitioner that Chapter 18,027 was unconstitutional.

HELD: Writ of Certiorari denied and petition dismissed.

1. The statute permitting railroads to conduct motor transportation over highways paralleling their rail lines as a matter of right, where ordinary truck lines are required to make a showing of public convenience and necessity before the Railroad Commission, is not discriminatory and does not deny equal protection of the law, the legislature having a wide discretion to limit, regulate or prohibit as it sees fit motor transportation over public highways. (Sec. 27 of Chapter 14,764, Acts of 1931, as amended by Chapter 18,027, Acts of 1937.)

State ex rel. Sanders vs. Ramsey, Sheriff. 137 Fla. 189 So. 39. Decided May 5, 1939.

Original proceeding in habeas corpus to determine whether the Railroad Commission had jurisdiction over the transportation for hire of agricultural products (in this case unshelled peanuts) from one dealer in such products to another.

HELD:

1. There is nothing in Section 30 of Chapter 14,764, as amended, exempting this kind of transportation, since it was not performed between points of production, primary manufacture and shipping.

2. The exemption in the last sentence of Section 30 does not apply because there is nothing to show that the occasion of petitioner's arrest was "casual or irregular trip" or that he was "not engaged in business for hire," hence the fact that he may have lawfully been operating under a private license tag does not exempt him from the provisions of Chapter 14,764.

Travis vs. Fry, 190 So. 793. Decided July 28, 1939.

Injunction suit to restrain the Railroad Commission from assuming jurisdiction over the operations of a truck owner who is employed by a power company to remove heavy power transformers from their bases at company's substations and to transport them by truck to other supply stations or to repair shops. The contention of the truck owner was that his compensation was primarily for work other than hauling, and that he was not therefore engaged in the business of hauling within the terms of the Motor Transportation Act.

HELD:

1. Such transportation was "For Hire" though only a minor part of the compensation paid was for the actual hauling performed.

2. It is immaterial whether, under contract involving hauling and other work, compensation received for the actual hauling is more or less than that received for the other work.

St. Andrews Bay Transportation Company vs. Carter, 190 So. 788. Decided on August 1, 1939.

Original proceeding in certiorari before the Supreme Court of Florida to set aside orders of the Commission granting a certificate to a competitor and approving the transfer of such certificate. Attack was made on the Commission's proceeding wherein the holder of the new

certificate granted did not comply wtih certain conditions precedent prior to the institution of service under the certificate but nevertheless was granted a certificate.

HELD:

1. The granting of extensions of time for compliance with conditions precedent laid down by the Commission to obtain a certificate of public convenience and necessity is within the discretion of the Commission and the matter of strict compliance with conditions named is for the Commission to determine.

State ex rel. Five Transportation vs. Lee, 132 Fla. 183, 181 So. 179. Decided January 5, 1938. Final Opinion on Rehearing July 29, 1939. 191 So. 10.

Original proceeding in mandamus to require the Comptroller to collect mileage tax from common and contract carriers on the basis of the mileage traveled by vehicles carrying a pay load only and without taking into consideration mileage of trucks carrying no load or no pay load. Relators contended that Chapter 18,026, Acts of 1937, which amended the mileage tax provisions of the motor transportation Act, changed the basis of computing such tax.

HELD:

1. Chapter 18,026, Acts of 1937, did not change the method of computing the mileage tax and merely amended the Motor Transportation Act to conform to previous decisions of the Supreme Court interpreting said Act.

2. Auto transportation Companies must pay the mileage tax for every mile traveled by their vehicle in the course of their business as carriers regardless of whether a full load, part load or no load is carried.

State ex rel. National Trucking Company vs. Lee, Comptroller. First Opinion January 22, 1938; 132 Fla. 533; 181 So. 182. Final Opinion on Rehearing July 25, 1939; 191 So. 17.

This is a companion case to State ex rel Five Transportation Company vs. Lee digested above. The same questions were raised plus the additional question of whether or not the certificate of the National Trucking Company had been so limited by the Railroad Commission that it could not lawfully transport a pay load on its return movements, and, therefore, could not be required to pay the mileage tax on such movements.

HELD:

1. A contract carrier in fixing the terms of his contract must necessarily take into consideration the probability of empty return movements and the expense of such empty trips must be included as a part of the basis upon which his compensation is determined.

2. Although the Railroad Commission is not authorized to fix the rates of contract carriers it may require such carriers to submit their contract rates to the Commission for approval and may take same into consideration in considering the effect upon other transporftation facilities within the territory of the contract carrier.

Merryman vs. Southern Tours, 120 Fla. 440; 162 So. 897.

This is an injunction proceeding by a carrier certificated to conduct sightseeing trips against an unauthorized carrier engaged in the same business. Temporary injunction was granted under Section 25 of Seption 14,764 and the defendant appealed.

HELD:

1. Reversed because temporary injunction granted without the bond which is necessary where private litigants seek relief under Section 25 of Chapter 14,764.

2. The Court seems to hold that the Railroad Commissioners seeking injunctive relief under Section 25 do not have to post indemnity bond where they bring suit as public officials.

3. Section 25 upheld as constitutional and a bill of complaint brought under such section is approved.

Tamiami Trail Tours, Inc. et al. vs. Lee, Comptroller. 142 Fla. 68; 194 So. 305. Decided February 27, 1940.

Suit against the State Comptroller to enjoin the collection of .07c per gallon tax on distillate or fuel oil used in diesel motored vehicles on the highways as provided in Chapter 19,446, Acts of 1939 on the ground that complainants were certificated carriers and therefore exempted from such tax by Section 16 of Chapter 14,764, Acts of 1941.

HELD:

1. Certificated carriers are not exempted from fuel oil tax because such tax was intended to be a substitute for gasoline tax.

2. Fuel oil tax law impliedly repeals that part of Section 16, Chapter 14,764, exempting certificated carriers from all other taxes, to the extent necessary to subject such carriers to fuel oil tax.

Report of the Telephone Engineer

REPORT OF TELEPHONE ENGINEER

The activities of the Telephone Department as given in the following have been a continuation of those during the year 1940 as reported in the 44th Annual Report. These activities are classified under the following headings:

1. Service surveys.
2. Routine inspections.
3. Informal complaints filed by complaining parties with the Railroad Commission.
4. Special investigations directed by the Commissioners.

A service survey consists of a series of service tests of the speed of service of the operator or machine switching mechanism handling the call; the time taken to handle such call being timed by a stop watch.

A routine inspection consists of a thorough inspection of the telephone property. Tests and measurements are made of the switchboard apparatus, the line equipment and subscriber's apparatus.

These tests are made in accordance with the latest and most approved methods and where defects are found the management is fully informed of such defects and the methods of remedy prescribed by the Commission Engineer. A follow-up is made by the Engineer where defects are found so as to insure that corrections have been applied by the telephone company.

1. The following is a list of fourteen towns where service surveys were made:

St. Augustine	Cocoa	Green Cove Springs	Brooksville
Sebastian	Titusville	Callahan	Milton
Melbourne	Pierson	Hilliard	Jay
Eau Gallie	Umatilla		

2. The following is a list of towns where 125 routine inspections of telephone properties were made:

Auburndale	Bushnell	Chipley
Anna Maria Beach	Branford	Clewiston
Apalachicola	Cocoa	DeFuniak Springs
Altha	Camp Blanding	Dade City
Aucilla	Callahan	Dunnellon
Brooksville	Clearwater	Deland
Bonifay	Clearwater Beach	Daytona Beach
Blountstown	Carrabelle	Dunedin
Bradenton	Crystal River	East Lake
Bokeeleia	Crestview	Eau Gallie

Freeport
Fort Myers
Fort Myers Beach
Fort Walton
Floridatown
Fort Lauderdale
Fairview
Flemington
Greenville
Green Cove Springs
Gainesville
Geneva
Hastings
Hilliard
High Springs
Hampton
Homosassa
Hudson
Inverness
Interlachen
Immokalee
Indian Rocks
Jay
Jacksonville—Naval Air Station
Keystone Heights
Lutz
Leesburg
Lake Wales
Largo
Live Oak
Lake City
Lakeland
Lake Bradford
La Belle
Lake Butler
Lake Worth
Melbourne
Marianna
Mullis City
Macclenny
Madison
Mayport
McIntosh
Milton
Molino
Moore Haven
Miami
New Port Richey
Newport
Orlando
Ocala
Oviedo
Perrine
Perry
Panacea
Pensacola
Plant City
Passadina
Ponte Vedra
Port St. Joe
Pass-a-Grille
Palatka
Pierson
Quincy
River Junction
Starke
Surf
Sopchoppy
St. Marks
Sumterville
St. James City
Sanford
St. Augustine
Sebring
St. Petersburg
Sebastian
Tavares
Tallahassee
Tampa
Treasure Island
Tarpon Springs
Temple Terrace
Titusville
Umatilla
Venice
Vero Beach
West Palm Beach
Wakulla Springs
Worthington Springs
Wakulla County points
Wauchula
Williston
Wewahitchka
Winter Park
Winter Haven

3. Informal complaints filed and classified as follows. These complaints were adjusted satisfactorily. In some cases follow-up visits were made.

Complaints of poor telephone service	30
Miscellaneous complaints relating to changes and delays in installation	4
Complaints relating to telegraph service	3
Total	37

4. Special investigations directed by the Commission:

(1) Starke—Service tests and transmission tests followed by inspection plant equipment.

(2) Recheck of Starke exchange to determine work done in accordance with that ordered by Commission's Engineer.

(3) Tests and inspection of rural grounded lines, Quincy, account R.E.A. power projects.

(4) Tests and inspection of plant and equipment of Macclenny Telephone Exchange.

(5) Recheck of above exchange.

(6) Made investigation of conditions regarding installation of pay station telephone at Sumterville.

(7) Investigation and canvass of number of prospective subscribers on a proposed rural telephone line from the Greenville Exchange to Aucilla.

(8) Recheck of telephone plant and equipment at Macclenny.

Special information was compiled for

(1) Mr. L. J. Penny, Manager of Research, Florida State Chamber of Commerce.

(2) Miss Hazel E. Lewis, Secretary, Sebring Chamber of Commerce.

FINANCIAL AND OPERATING STATISTICS OF PUBLIC UTILITIES

Steam Operated Railroads

STATISTICS OF RAILROAD COMPANIES — COMPANIES YEAR 1940

GENERAL BALANCE SHEET — ENTIRE LINE

NAME OF ROAD	ASSETS											LIABILITIES							
	Investment in Road and Equipment	Improvements on Leased Property	Sinking Funds	Deposits in Lieu of Mortgaged Property	Miscellaneous Physical Property	Investments in Affiliated Companies	Other Investments	Current Assets	Deferred Assets	Unadjusted Debits	Grand Total	Total Stock	Long-term Debt	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Appropriated Surplus	Profit and Loss	Grand Total
Alabama and Florida Railroad Company	$ 10,424	$	$	$	$	$	$	$ 1,122	$ 29	$	$ 11,575	$ 10,000	$	$ 3,693	$	$	$	$ * 2,118	$ 11,575
Apalachicola Northern Railroad Company	3,044,483				12		1	154,330	1,075	15,987	3,215,888	1,000,000	4,358,936	488,448	171	82,936	2,748	* 2,717,351	3,215,888
Atlanta & St. Andrews Bay Railway Company	2,392,941				202,172	59,320	4,800	238,603	7,707	68,760	2,974,303	600,000	1,224,034	78,498	(10) 3,390	151,604	9,302	907,475	2,974,303
Atlantic Coast Line Railroad Company	272,030,933	514,110		4,370	2,083,715	77,891,556	343,425	14,821,904	1,925,719	5,605,893	375,220,625	87,376,389	152,038,100	8,999,216	(1) 2,779,375	36,173,379	6,446,461	81,407,705	375,220,625
Florida East Coast Railway Company	82,166,571	19,985		68,557	320,473	1,809,632	52,338	3,877,504	49,118,370	2,282,622	139,710,052	37,500,000	60,196,000	2,059,017	(2) 71,756,745	8,434,178	905,912	* 41,141,800	139,710,052
Georgia & Florida Railroad	19,863,022	101,600		500	152,011	218,617	1	222,610	4,366	722,624	21,285,351	13,382,441	8,596,721	1,209,385	(3) 5,813,069	1,047,044	14,652	* 8,777,961	21,285,351
Georgia Southern & Florida Railway Company	15,020,658	3,917			16,089	121,855		1,374,910	4,167	107,131	16,648,727	3,768,000	7,447,684	1,690,193	(4) 761,404	1,413,045	46,352	1,522,049	16,648,727
Jacksonville, Gainesville & Gulf Railway	381,835				1			66,812	373	5,581	454,602	5,000	583,147	12,689	276,750	14,252	32	* 437,268	454,602
Jacksonville Terminal Company	4,740,703				119,314			546,399	4,813	6,718	5,418,147	375,200	4,117,610	584,751	33	93,029	33,910	213,614	5,418,147
Live Oak, Perry & Gulf Railroad Company	1,434,513			300	19,355	943	2,500	34,089	972	1,642	1,494,314	600,000	30,000	10,491	(5) 53	1,145,280	751,052	* 1,042,562	1,494,314
Louisville & Nashville Railroad Company	445,638,365	2,338,419	1,632,426	31,019	2,795,843	25,859,309	5,973,481	36,708,703	7,942,387	7,948,725	536,868,677	117,012,117	224,737,634	9,772,210	(6) 4,894,375	100,122,408	3,647,341	76,682,592	536,868,677
St. Johns River Terminal Company	2,308,484				2,566	1,347		187,297	3,831	823	2,504,348	100,000	1,838,642	45,824	(7) 98,450	98,008	55,602	267,822	2,504,348
St. Louis-San Francisco Railway Company	407,327,416			402,910	725,885	22,685,679	11,530,185	17,608,278	964,331	3,005,923	464,250,607	114,701,526	286,349,366	3,969,927	(8) 99,300,910	52,593,671	1,322,965	* 93,987,758	464,250,607
Seaboard Air Line Railway Company	262,164,351	2,244,892		86,384	3,901,456	28,791,589	1,951,331	13,297,436	554,683	1,806,706	314,798,828	85,110,662	186,619,264	6,610,880	(9) 79,554,984	38,679,062	973,219	* 82,749,243	314,798,828
Tampa Northern Railroad Company	2,467,862					11,149		1,028,157	2,061	44,714	3,553,943	750,000	2,967,901	27,833	794,053	8,266	45,422	* 1,039,532	3,553,943
Tampa Union Station Company	277,802							31,168		486	309,456	30,000	251,270	19,875		5,467		2,844	309,456
Tavares & Gulf Railroad Company	744,457				408	372		150,403	1,257	1,509	898,406	298,200	425,000	19,996		15,287	3,975	135,948	898,406
The Marianna & Blountstown Railroad Company	245,738					1,500		19,292		123	266,653	120,000	243,064	4,950	14,800	25,019	1,127	* 142,307	266,653
The South Georgia Railway Company	631,941				17,382	677	9,058	31,072		258	690,388	616,700		5,349		81,372		* 13,033	690,388
Trans-Florida Central Railroad Company	97,761							237			97,998	120,163		2,030		5,305		* 29,500	97,998
Total	$1,522,984,260	$ 5,222,923	$ 1,632,426	$ 594,040	$ 10,356,882	$157,453,545	$ 19,867,120	$ 90,400,326	$ 60,536,141	$ 21,625,225	$1,890,672,888	$463,476,398	$942,024,373	$ 35,615,255	$266,048,562	$240,188,612	$ 14,260,072	$*70,940,384	$1,890,672,888

Asterisk indicates debit item or deficit.

(1) Includes $1,249,792 grants in aid of construction.
(2) Includes 114,104 grants in aid of construction.
(3) Includes 3,142 grants in aid of construction.
(4) Includes 3,094 grants in aid of construction.
(5) Includes 53 grants in aid of construction.
(6) Includes 907,759 grants in aid of construction.
(7) Includes 464 grants in aid of construction.
(8) Includes 843,984 grants in aid of construction.
(9) Includes 13,889 grants in aid of construction.
(10) Includes 2,630 grants in aid of construction.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1940

PROFIT AND LOSS ACCOUNT—ENTIRE LINE

NAME OF ROAD	Balance at Beginning of Year	Balance Transferred from Income	Miscellaneous and Other Credits	Appropriations of Surplus	Miscellaneous and Other Debits	Balance at Close of Year
Alabama & Florida Railroad Company	$ * 1,650	$ * 468	$	$	$	$ * 2,118
Apalachicola Northern Railroad Company	* 2,795,448	79,256	1,123	360	1,922	* 2,717,351
Atlanta & St. Andrews Bay Railway Company	747,690	171,858	1		12,074	907,475
Atlantic Coast Line Railroad Company	80,144,202	1,793,377	56,646	319,225	267,295	81,407,705
Florida East Coast Railway Company	* 39,068,956	* 1,914,273	4,734	7,367	155,938	* 41,141,800
Georgia & Florida Railroad	* 8,008,967	* 760,896	1,141	773	8,466	* 8,777,961
Georgia Southern & Florida Railway Company	1,332,967	137,895	76,612		25,425	1,522,049
Jacksonville, Gainesville & Gulf Railway	* 409,842	* 25,363			2,063	* 437,268
Jacksonville Terminal Company	219,600	25	3,830	3,830	6,011	213,614
Live Oak, Perry & Gulf Railroad Company	* 932,864	49,187	15	158,900		* 1,012,562
Louisville & Nashville Railroad Company	76,421,595	9,537,146	291,377	7,892,167	1,675,359	76,682,592
St. Johns River Terminal Company	168,057	99,842	19		96	267,822
St. Louis-San Francisco Railway Company	* 84,387,053	* 7,146,603	42,448	23,033	2,473,517	* 93,987,758
Seaboard Air Line Railway Company	* 77,404,411	* 4,973,349	63,206	45,843	388,846	* 82,749,243
Tampa Northern Railroad Company	* 1,077,110	39,822	287	287	2,244	* 1,039,532
Tampa Union Station Company	2,842	1,200	2	1,200		2,844
Tavares & Gulf Railroad Company	140,709	6,159	205	205	10,920	135,948
The Marianna & Blountstown Railroad Company	* 106,346	* 10,961			25,000	* 142,307
The South Georgia Railway Company	* 12,233	* 405	* 89		306	* 13,033
Trans-Florida Central Railroad Company	* 28,471	* 1,029				* 29,500
Total	$ * 55,055,689	$ * 2,917,580	$ 541,557	$ 8,453,190	$ 5,055,482	$ * 70,940,384

Asterisk indicates debit item or deficit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1940

OPERATING REVENUES—ENTIRE LINE

NAME OF ROAD	Freight	Passenger	Excess Baggage	Mail	Express	Switching	All Other	Total
Alabama & Florida Railroad Company	$ 12,522	$ 13	$	$ 3,263	$ 137	$	$ 18	$ 15,953
Apalachicola Northern Railroad Company	454,975	4,241	2	19,110	4,152	1,837	7,247	491,564
Atlanta & St. Andrews Bay Railway Company	888,272	4,156	8	14,672	6,214	5,168	2,292	920,782
Atlantic Coast Line Railroad Company	37,069,217	7,863,738	36,894	1,405,158	1,480,365	341,135	1,891,477	50,087,984
Florida East Coast Railway Company	6,443,330	3,093,802	20,020	341,924	318,539	13,034	518,189	10,748,838
Georgia & Florida Railroad	1,090,907	18,473	10	26,540	6,141	5,208	6,259	1,153,538
Georgia Southern & Florida Railway Company	2,147,641	486,075	1,111	133,859	36,666	105,020	71,963	2,982,335
Jacksonville, Gainesville & Gulf Railway	32,369				73	19,016	551	52,009
Jacksonville Terminal Company	(A)							
Live Oak, Perry & Gulf Railroad Company	209,835	2,712		8,694	1,489	68	2,733	225,531
Louisville & Nashville Railroad Company	85,586,937	6,474,811	27,499	2,088,120	1,520,740	934,540	1,368,980	98,001,627
St. Johns River Terminal Company						413,094	6,003	419,097
St. Louis-San Francisco Railway Company	39,083,742	3,165,201	11,926	1,274,543	677,407	1,166,417	914,659	46,293,895
Seaboard Air Line Railway Company	36,492,487	7,526,443	34,294	1,241,572	1,102,050	439,459	1,654,661	48,490,966
Tampa Northern Railroad Company						105,814		105,814
Tampa Union Station Company	(A)							
Tavares & Gulf Railroad Company	96,255				843	349	257	97,704
The Marianna & Blountstown Railroad Company	34,116			3,038	1,127	57	219	38,557
The South Georgia Railway Company	96,619	3,127	8	8,550	316	546	855	110,021
Trans-Florida Central Railroad Company	1,190	25		1,153			2,269	4,637
Total	$209,740,414	$ 28,642,817	$ 131,772	$6,570,196	$5,156,259	$3,550,762	$6,448,632	$260,240,852

(A)-Indicates not applicable.

STATISTICS OF RAILROAD COMPANIES — CALENDAR YEAR 1940

INCOME ACCOUNT — ENTIRE LINE

NAME OF ROAD	Railway Operating Revenues	Railway Operating Expenses	Net Revenue from Railway Operations	Railway Tax Accruals	Railway Operating Income	Net Rents	Net Railway Operating Income	Other Income	Total Income	Miscellaneous Deductions from Income	Income Available for Fixed Charges	Fixed Charges	Contingent Charges	Net Income	Income Applied to Funds and Appropriated for Other Purposes	Income Balance Transferred to Profit & Loss
Alabama & Florida Railroad Company	$ 15,953	$ 13,072	$ 2,881	$ 1,261	$ 1,620	$ * 932	$ 688	$	$ 688	$ 1,137	$ * 449	$ 19	$	$ * 468	$	$ 468
Apalachicola Northern Railroad Company	491,564	363,882	127,682	32,554	95,128	* 14,998	80,130	1,242	81,372	112	81,260	2,004		79,256		79,256
Atlanta & St. Andrews Bay Railroad Company	920,782	462,276	458,506	118,074	340,432	* 52,668	287,764	6,329	294,093	227	293,866	86,008		207,858	36,000	171,858
Atlantic Coast Line Railroad Company	50,087,984	39,567,509	10,520,475	4,550,000	5,970,475	* 2,213,241	3,757,234	5,215,041	8,972,275	939,792	8,032,483	6,203,542	5,404	1,823,537	30,160	1,793,377
Florida East Coast Railway Company	10,748,838	8,341,683	2,407,155	810,657	1,596,498	* 611,279	985,219	80,568	1,065,787	71,656	994,131	2,908,061		* 1,913,930	343	* 1,914,273
Georgia & Florida Railroad	1,153,538	1,078,038	75,500	92,366	* 16,866	* 50,423	* 67,289	18,449	* 48,840	2,172	* 51,012	709,884		* 760,896		* 760,896
Georgia Southern & Florida Railway Company	2,982,335	2,117,782	864,553	186,830	677,723	* 183,341	494,382	8,710	503,092	2,802	500,290	362,395		137,895		137,895
Jacksonville, Gainesville & Gulf Railway	52,009	40,124	11,885	4,356	7,529	* 1,929	5,600	861	6,461	25	6,436	31,799		* 25,363		* 25,363
Jacksonville Terminal Company				58,963	* 58,963	252,007	193,044	29,940	222,984	8,188	214,796	214,771		25		25
Live Oak, Perry & Gulf Railroad Company	225,531	139,228	86,303	26,490	59,813	* 7,467	52,346	941	53,287	338	52,949	3,762		49,187		49,187
Louisville & Nashville Railroad Company	98,001,627	72,057,365	25,944,262	10,304,935	15,639,327	1,548,666	17,187,993	1,661,455	18,849,448	109,104	18,740,344	9,203,198		9,537,146		9,537,146
St. Johns River Terminal Company	419,097	241,413	177,684	50,760	126,924	* 6,164	120,760	61,208	181,968	17	181,951	82,109		99,842		99,842
St. Louis-San Francisco	46,293,895	37,551,872	8,742,023	3,771,505	4,970,518	424,603	5,395,121	163,881	5,559,002	61,985	4,597,017	12,643,620		* 7,146,603		* 7,146,603
Seaboard Air Line Railway Company	48,490,966	39,270,764	9,220,202	3,476,947	5,743,255	* 1,338,922	4,404,333	317,147	4,721,480	21,161	4,700,319	9,673,668		* 4,973,349		* 4,973,349
Tampa Northern Railroad Company	105,814	38,882	66,932	28,299	38,633	* 10,035	28,598	104,933	133,531	656	132,875	93,053		39,822		39,822
Tampa Union Station Company				8,042	* 8,042	19,456	11,414	2,335	13,749	198	13,551	12,351		1,200		1,200
Tavares & Gulf Railroad Company	97,704	75,698	22,006	* 2,308	24,314	* 6,543	17,771	1,167	18,938	25	18,913	12,754		6,159		6,159
The Marianna & Blountstown Railroad Company	38,557	29,610	8,947	2,223	6,724	* 1,195	5,529	360	5,889		5,889	16,850		* 10,961		* 10,961
The South Georgia Railway Company	110,021	82,765	27,256	9,985	17,271	* 8,331	8,940	754	9,694	30	9,664	10,069		* 405		* 405
Trans-Florida Central Railroad Company	4,637	4,701	* 64	965	* 1,029		* 1,029		* 1,029		* 1,029			* 1,029		* 1,029
Total	$260,240,852	$201,476,664	$ 58,764,188	$ 23,532,904	$ 35,231,284	$ *2,262,736	$ 32,968,548	$ 7,675,321	$ 40,643,869	$ 1,219,625	$ 39,424,244	$ 42,269,917	$ 5,404	$ *2,851,077	$ 66,503	$ *2,917,580

Asterisk indicates debit item or deficit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1940

OPERATING EXPENSES—ENTIRE LINE

NAME OF ROAD	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	Miscellaneous Operations	General Expenses	Transportation for Investment Credit	Total Operating Expenses
Alabama & Florida Railroad Company	$ 2,890	$ 3,088	$ 690	$ 3,897	$	$ 2,507	$	$ 13,072
Apalachicola Northern Railroad Company	167,244	49,230	10,798	118,194		8,671	255	363,882
Atlanta & St. Andrews Bay Railway Company	102,940	71,801	52,734	187,642		49,975	2,816	462,276
Atlantic Coast Line Railroad Company	5,162,193	10,118,662	1,936,543	20,018,750	724,096	1,738,470	131,205	39,567,509
Florida East Coast Railway Company	1,517,975	1,957,590	342,343	3,749,215	343,838	453,237	22,515	8,341,683
Georgia & Florida Railroad	272,630	197,206	104,179	442,011		62,112	100	1,078,038
Georgia Southern & Florida Railway Company	408,979	456,899	23,492	1,130,452	54,980	43,281	301	2,117,782
Jacksonville, Gainesville & Gulf Railway	15,364	5,308	945	15,007		3,500		40,124
Jacksonville Terminal Company	(A)							
Live Oak, Perry & Gulf Railroad Company	51,021	17,599	5,817	48,588		16,203		139,228
Louisville & Nashville Railroad Company	10,474,204	23,641,028	2,166,398	32,578,845	493,633	2,767,327	64,070	72,057,365
St. Johns River Terminal Company	44,166	17,809		174,613		4,855	30	241,413
St. Louis-San Francisco Railway Company	6,255,285	10,274,828	1,422,414	17,547,347	356,831	1,800,328	105,161	37,551,872
Seaboard Air Line Railway Company	6,813,695	9,627,678	2,142,440	18,077,830	938,246	1,729,954	59,079	39,270,764
Tampa Northern Railroad Company	7,758	2,458	879	24,713		3,074		38,882
Tampa Union Station	(A)							
Tavares & Gulf Railroad Company	24,296	8,681	1,857	36,236		4,628		75,698
The Marianna & Blountstown Railroad Company	8,000	4,751	2,170	12,044		2,645		29,610
The South Georgia Railway Company	29,249	10,693	3,657	32,940		6,226		82,765
Trans-Florida Central Railroad Company	1,710	119		1,098		1,774		4,701
Total	$ 31,359,599	$ 56,465,428	$8,217,356	$ 94,199,422	$2,911,624	$8,708,767	$ 385,532	$201,476,664

(A)–Indicates not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1940

MILEAGE OPERATED—ENTIRE LINE

NAME OF ROAD	Miles of Road	Miles of Second Main Track	Miles of Passing Tracks, Cross-Overs & Turn-Outs	Miles of Way Switching Tracks	Miles of Yard Switching Tracks	Total
Alabama & Florida Railroad Company	$ 29.00	$	$	$	$ 1.07	$ 30.07
Apalachicola Northern Railroad Company	99.12			12.19		111.31
Atlanta & St. Andrews Bay Railway Company	82.00			7.60	16.43	106.03
Atlantic Coast Line Railroad Company	5,098.67	688.82	338.35	383.78	802.36	7,311.98
Florida East Coast Railway Company	684.92	326.93	165.89	70.25	181.99	1,429.98
Georgia & Florida Railroad	407.88		9.30	51.25	9.07	477.50
Georgia Southern & Florida Railway Company	397.95	8.64	40.22	35.56	71.53	553.90
Jacksonville, Gainesville & Gulf Railway	36.31		3.01	2.92		42.24
Jacksonville Terminal Company					51.38	51.38
Live Oak, Perry & Gulf Railroad Company	77.00			9.78		86.78
Louisville & Nashville Railroad Company	4,871.22	(2) 562.75	744.90	703.52	1,248.82	8,131.21
St. Johns River Terminal Company					54.90	54.90
St. Louis-San Francisco Railway Company	4,769.07	140.44	577.82	539.09	660.58	6,687.00
Seaboard Air Line Railway Company	4,310.42	63.76	532.27	468.74	428.45	5,803.64
Tampa Northern Railroad Company					2.72	2.72
Tampa Union Station Company	(1)					
Tavares & Gulf Railroad Company	37.71		1.91	3.05		42.67
The Marianna & Blountstown Railroad Company	29.00				4.75	33.75
The South Georgia Railway Company	77.48			11.62		89.10
Trans-Florida Central Railroad Company	10.79				2.01	12.80
Total	$ 21,018.54	$ 1,791.34	$ 2,413.67	$ 2,299.35	$ 3,536.06	$ 31,058.96

(1)—Tracks operated jointly by railroads entering Tampa.
(2)—Includes 2.05 miles of all other main tracks.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1940

RAIL-LINE OPERATIONS—ENTIRE LINE

NAME OF ROAD	Total Revenue Passengers Carried	Average Miles Passengers Carried	Average Revenue Per Passenger Carried	Total Tons Revenue Freight Hauled	Average Miles Per Ton Hauled	Average Revenue per Ton Hauled
Alabama & Florida Railroad Company	48	15.52	$ .27	5,877	25.24	$ 2.13
Apalachicola Northern Railroad Company	7,053	30.51	.60	549,847	88.99	.83
Atlanta & St. Andrews Bay Railway Company	9,718	57.22	.43	1,030,486	70.98	.86
Atlantic Coast Line Railroad Company	1,934,996	236.46	4.06	18,762,584	164.25	1.98
Florida East Coast Railway Company	629,139	279.73	4.92	1,747,098	231.54	3.69
Georgia & Florida Railroad	46,077	25.10	.40	874,831	102.63	1.25
Georgia Southern & Florida Railway Company	150,259	175.79	3.23	1,456,636	159.32	1.47
Jacksonville, Gainesville & Gulf Railway				56,335	22.47	.57
Jacksonville Terminal Company	(A)					
Live Oak, Perry & Gulf Railroad Company	10,197	22.00	.27	182,827	39.50	1.14
Louisville & Nashville Railroad Company	3,140,586	122.21	2.06	49,429,151	222.24	1.73
St. Johns River Terminal Company	(A)					
St. Louis-San Francisco	950,243	168.48	3.33	16,578,689	233.49	2.36
Seaboard Air Line Railway Company	1,623,476	276.59	4.64	19,016,708	179.26	1.92
Tampa Northern Railroad Company	(A)					
Tampa Union Station Company	(A)					
Tavares & Gulf Railroad Company				56,553	28.54	1.70
The Marianna & Blountstown Railroad Company				53,340	23.45	.64
The South Georgia Railway Company	9,230	16.05	.34	121,966	39.00	.79
Trans-Florida Central Railroad Company	136	10.79	.18	1,285	10.79	.93

(A)–Indicates Not Applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1940

INVESTMENT IN ROAD AND EQUIPMENT—STATE OF FLORIDA

NAME OF ROAD	Miles of Road Owned Florida	Investment in Road	Investment in Equipment	Other Investments	Total Investment
Alabama & Florida Railroad Company	9.91	$ 2,859	$ 1,180	$ 10	$ 4,049
Apalachicola Northern Railroad Company	98.68	2,841,084	203,399	----------	3,044,483
Atlanta & St. Andrews Bay Railway Company	66.00	1,767,228	192,473	----------	1,959,701
Atlantic Coast Line Railroad Company	1,848.93	74,561,002	19,868,124	93,133	94,522,259
Florida East Coast Railway Company	679.02	66,544,705	14,348,042	1,267,824	82,160,571
Georgia & Florida Railroad	12.71	170,402	33,735	* 178	203,959
Georgia Southern & Florida Railway Company	152.90	4,162,916	1,020,581	1,562	5,185,059
Jacksonville, Gainesville & Gulf Railway	36.31	369,245	7,791	4,799	381,835
Jacksonville Terminal Company	39.72	4,289,464	269,317	181,922	4,740,703
Live Oak, Perry & Gulf Railroad Company	84.50	1,383,065	51,448	----------	1,434,513
Louisville & Nashville Railroad Company	241.79	7,777,706	2,781,545	8,403	10,567,654
St. Johns River Terminal Company	41.14	2,113,226	195,258	----------	2,308,484
St. Louis-San Francisco Railway Company	47.53	2,960,399	443,262	14,357	3,418,018
Seaboard Air Line Railway Company	914.42	52,574,499	16,977,745	153,932	69,706,176
Tampa Northern Railroad Company	49.47	2,345,406	----------	122,456	2,467,862
Tampa Union Station Company	1.72	260,201	----------	17,601	277,802
Tavares & Gulf Railroad Company	34.32	687,278	18,849	38,330	744,457
The Marianna & Blountstown Railroad Company	29.00	221,576	24,650	* 488	245,738
The South Georgia Railway Company	40.49	289,366	23,503	2,905	315,774
Trans-Florida Central Railroad Company	16.04	92,946	1,055	3,760	97,761
Total	4,444.60	225,414,573	$ 56,461,957	$ 1,910,328	$283,786,858

Red ink indicates Credit Item.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1940

OPERATING REVENUES—STATE OF FLORIDA

NAME OF ROAD	Freight	Passenger	Excess Baggage	Mail	Express	Switching	All Other	Total Revenue
Alabama & Florida Railroad Company	$ 3,142	$ 1	$	$ 1,116	$ 45	$	$ 1	$ 4,305
Apalachicola Northern Railroad Company	454,975	4,241	2	19,110	4,152	1,837	7,247	491,564
Atlanta & St. Andrews Bay Railroad Company	761,584	3,348	6	11,810	5,002	4,627	1,885	788,262
Atlantic Coast Line Railroad Company	9,296,772	1,182,538	9,629	354,999	599,616	89,643	886,581	12,419,778
Florida East Coast Railway Company	6,443,330	3,093,802	20,020	341,924	318,539	13,034	518,189	10,748,838
Georgia & Florida Railroad	11,589	352		351	93	41	77	12,503
Georgia Southern & Florida Railway Company	407,002	104,011	221	25,781	6,931	102,205	16,636	662,787
Jacksonville, Gainesville & Gulf Railway	32,369				73	19,016	551	52,009
Jacksonville Terminal Company	(A)							
Live Oak, Perry & Gulf Railroad Company	209,835	2,712		8,694	1,489	68	2,733	225,531
Louisville & Nashville Railroad Company	1,126,465	195,354	966	53,512	45,758	15,739	224,096	1,661,890
St. Johns River Terminal Company						413,094	6,003	419,097
St. Louis-San Francisco Railway Company	134,265	5,310	44	5,945	3,153	40,473	26,771	215,961
Seaboard Air Line Railway Company	10,229,686	2,430,793	13,414	298,301	431,122	148,286	864,373	14,415,975
Tampa Northern Railroad Company						105,814		105,814
Tampa Union Station Company	(A)							
Tavares & Gulf Railroad Company	96,255				843	349	257	97,704
The Marianna & Blountstown Railroad Company	34,116			3,038	1,127	57	219	38,557
The South Georgia Railway Company	46,646	1,326	4	4,457	169	467	267	53,336
Trans-Florida Central Railroad Company	1,190	25		1,153			2,269	4,637
Total	$ 29,289,221	$7,023,813	$ 44,306	$1,130,191	$1,418,112	$ 954,750	$2,558,155	$ 42,418,548

(A)-Not Applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1940

OPERATING EXPENSES—STATE OF FLORIDA

NAME OF ROAD	Maintenance of Way & Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	Miscellaneous Operations	General Expenses	Transportation for Investment—Credit	Total Operating Expenses
Alabama & Florida Railroad Company	$ 989	$ 1,056	$ 236	$ 1,333	$	$ 857	$	$ 4,471
Apalachicola Northern Railroad Company	167,244	49,230	10,798	118,194		18,671	255	363,882
Atlanta & St. Andrews Bay Railway Company	82,856	57,793	42,446	151,033		40,225	2,267	372,086
Atlantic Coast Line Railroad Company	1,247,884	2,420,410	471,857	4,846,696	144,153	427,249	34,492	9,523,757
Florida East Coast Railway Company	1,517,975	1,957,590	342,343	3,749,215	343,838	453,237	22,515	8,341,683
Georgia & Florida Railroad	7,181	3,010	868	10,931		1,316		23,306
Georgia Southern & Florida Railway Company	112,723	84,841	4,218	295,119	11,976	10,289		519,166
Jacksonville, Gainesville & Gulf Railway	15,364	5,308	945	15,007		3,500		40,124
Jacksonville Terminal Company	(A)							
Live Oak, Perry & Gulf Railroad Company	51,021	17,599	5,817	48,588		16,203		139,228
Louisville & Nashville Railroad Company	489,220	509,561	44,642	900,030	27,445	78,257	486	2,048,669
St. Johns River Terminal Company	44,166	17,809		174,613		4,855	30	241,413
St. Louis-San Francisco Railway Company	29,400	48,291	6,685	82,473	1,677	8,463	515	176,474
Seaboard Air Line Railway Company	2,025,657	2,862,232	636,930	5,374,395	278,933	514,301	17,564	11,674,884
Tampa Northern Railroad Company	7,758	2,458	879	24,713		3,074		38,882
Tampa Union Station Company	(A)							
Tavares & Gulf Railroad Company	24,296	8,681	1,857	36,236		4,628		75,698
The Marianna & Blountstown Railroad Company	8,000	4,751	2,170	12,044		2,645		29,610
The South Georgia Railway Company	14,373	5,253	1,797	16,186		3,059		40,668
Trans-Florida Central Railroad Company	1,710	119		1,098		1,774		4,701
Total	$ 5,847,817	$ 8,055,992	$1,574,488	$ 15,857,904	$ 808,022	$1,592,603	$ 78,124	$ 33,658,702

(A)–Not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1940

MILEAGE OPERATED (Exclusive of Yard Tracks)—STATE OF FLORIDA

NAME OF ROAD	Line Owned —Main Line	Line Owned —Branches and Spurs	Lines of Proprietory Companies	Lines Operated under Lease	Lines Operated under Contract	Lines Operated under Trackage Rights	Total Mileage Operated	New Lines Constructed During Year
Alabama & Florida Railroad Company	$ 9.91						9.91	
Apalachicola Northern Railroad Company	95.62	3.06				.44	99.12	
Atlanta & St. Andrews Bay Railway Company	66.00						66.00	
Atlantic Coast Line Railroad Company	1,081.18	762.12	161.73	14.75		9.85	2,029.63	
Florida East Coast Railway Company	426.00	253.02			5.11	.79	684.92	
Georgia & Florida Railroad	12.71						12.71	
Georgia Southern & Florida Railway Company	152.90					5.37	158.27	
Jacksonville, Gainesville & Gulf Railway	36.31						36.31	
Jacksonville Terminal Company	39.72					11.66	51.38	.02
Live Oak, Perry & Gulf Railroad Company	64.00	12.00				1.00	77.00	
Louisville & Nashville Railroad Company	204.71	37.08				.98	242.77	
St. Johns River Terminal Company	38.09					16.81	54.90	.16
St. Louis-San Francisco Railway Company	45.19	2.34					47.53	
Seaboard Air Line Railway Company	876.30	35.42	140.30	625.49		6.52	1,684.03	
Tampa Northern Railroad Company	2.72						2.72	
Tampa Union Station Company	(1)							
Tavares & Gulf Railroad Company	34.32					3.39	37.71	
The Marianna & Blountstown Railroad Company	29.00						29.00	
The South Georgia Railway Company	40.49						40.49	
Trans-Florida Central Railroad Company	10.68					.11	10.79	
Total	3,265.85	1,105.04	302.03	640.24	5.11	56.92	5,375.19	.18

(1)-Tracks operated jointly by railroads entering Tampa, Florida.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1940

TONS OF REVENUE FREIGHT CARRIED—STATE OF FLORIDA

NAME OF ROAD	Products of Agriculture	Animals and Products	Products of Mines	Products of Forests	Manufactures and Miscellaneous	Merchandise All L.C.L. Freight	Grand Total
Alabama & Florida Railroad Company	4,849				259	222	5,330
Apalachicola Northern Railroad Company	86	7	11,184	451,353	84,347	2,870	549,847
Atlanta & St. Andrews Bay Railroad Company	8,579		38,468	533,176	446,533	3,501	1,030,257
Atlantic Coast Line Railroad Company	805,225	67,074	4,677,024	1,170,317	1,906,157	121,293	8,747,090
Florida East Coast Railway Company	262,657	54,105	272,084	254,355	838,259	65,636	1,747,096
Georgia & Florida Railroad	3,894	945	7,862	10,728	18,971	1,110	43,510
Georgia Southern & Florida Railway Company	66,022	25,560	220,368	152,672	340,182	19,753	824,557
Jacksonville, Gainesville & Gulf Railway	2,759		2,323	50,615	585	53	56,335
Jacksonville Terminal Company	(A)						
Live Oak, Perry & Gulf Railroad Company	6,552		4,190	150,069	19,651	2,365	182,827
Louisville & Nashville Railroad Company	57,534	11,096	261,172	413,632	428,357	19,477	1,191,268
St. Johns River Terminal Company	(A)						
St. Louis-San Francisco Railway Company	26,580	383	60,585	91,627	140,807	3,249	323,231
Seaboard Air Line Railway Company	624,938	72,547	4,121,887	1,440,586	1,424,640	119,844	7,804,442
Tampa Northern Railroad Company	(A)						
Tampa Union Station Company	(A)						
Tavares & Gulf Railroad Company	45,930		1,483	3,577	5,333	230	56,553
The Marianna & Blountstown Railroad Company	907	22	1,575	42,132	7,875	829	53,340
The South Georgia Railway Company	9,711		2,796	59,183	12,638	367	84,695
Trans-Florida Central Railroad Company			193	33	982	77	1,285
Total	1,926,223	231,739	9,683,194	4,824,055	5,675,576	360,876	22,701,663

(A)–Not applicable.

WRECK AND ACCIDENT REPORT—RAILROAD

1941

CLASSIFICATION OF WRECKS AND ACCIDENTS	Apalachicola Northern R.R. Co.	Atlanta & St. Andrews Bay Ry.	Atlantic Coast Line Railroad	Florida East Coast Railway	Louisville & Nashville R.R. Co.	Seaboard Air Line Railway	Tavares & Gulf R.R. Company	Total
I. COLLISIONS:								
1. Negligence or carelessness of employees				1	1	9		11
2. Weather conditions								
3. Mechanical equipment, signals, etc.								
II. DERAILMENTS								
1. Negligence or carelessness of employees						3		3
2. Washouts, etc.			1					1
3. Track defects		1	1	2		2		6
4. Way and structure defects								
5. Car equipment defects	1	2		4		4		11
6. Engine equipment defects				1				1
7. Not otherwise classified				3		2		5
III. EXPLOSIONS:								
1. Negligence or carelessness of employees								
2. Defective equipment								
IV. MISCELLANEOUS:								
1. Improper loading								
2. Animal on track								
3. Other obstruction on track								
4. Criminal intent, tampered switches, etc.								

WRECK AND ACCIDENT REPORT—RAILROAD

1941

CLASSIFICATION OF WRECKS AND ACCIDENTS	Apalachicola Northern R.R. Co.	Atlanta & St. Andrews Bay Ry.	Atlantic Coast Line Railroad	Florida East Coast Railway	Louisville & Nashville R.R. Co.	Seaboard Air Line Railway	Tavares & Gulf R.R. Company	Total
V. PERSONAL ACCIDENTS:								
1. Employees on duty					1	1	1	3
2. Employees off duty								
3. Passengers								
4. Trespassers—								
a. Walking on track, crossing track			2	4	1	3		10
g. At public crossing				1				1
c. Beating way on train				3		6		9
d. Suicide						1		1
e. Other causes			2	3	3	6		14
VI. GRADE CROSSINGS:								
1. Automobile accidents			7	44	10	19		70
2. Other vehicle accidents								
CASUALTIES:								
Employees killed					2	1		3
Employees wounded			1		15	12	1	29
Others killed			21	16	5	30		72
Others wounded			21	15	7	29		72
DAMAGE:								
Track	$ 2,000.00	$ 6,830.00	$ 6,667.26	$10,251.18		$ 3,176.00		$28,924.44
Equipment	500.00	1,290.00	33,822.45	2,769.68	2.90	33,341.49		71,727.02

Bridge Companies

STATISTICS OF BRIDGE COMPANIES
GENERAL BALANCE SHEET AT DECEMBER 31, 1940

ASSETS	Gandy Bridge Company	Pensacola Bridge Corporation	Tampa-Clearwater Bridge Co.
Investment in road and equipment	$ 3,665,764.61	$ 1,806,821.36	$ 713,039.33
Sinking funds	281.69		
Miscellaneous physical property	162,487.34	490,894.31	
Other investments—Miscellaneous		53,443.22	
Current assets	307,328.58	89,360.27	13,515.03
Deferred assets			562.50
Rents and insurance premiums paid in advance	9,233.12	12,360.85	5,746.21
Discount on funded debt	71,667.90	409,690.70	
Other unadjusted debits	1,396,517.50	65,662.39	
Grand Total	$ 5,613,280.74	$ 2,928,233.10	$ 723,863.70
LIABILITIES			
Capital stock	$ 2,584,737.50	$ 600,600.00	$ 115,000.00
Funded debt unmatured	1,293,000.00	2,747,500.00	425,000.00
Current liabilities	29,791.78	1,952.99	12,415.70
Unadjusted credits	1,101,179.69	655,447.38	118,193.16
Appropriated surplus	218,439.22		
Profit and loss	386,132.55	* 1,077,267.27	62,254.21
Grand Total	$ 5,613,280.74	$ 2,928,233.10	$ 732,863.07

*–Indicates debit item or deficit.

STATISTICS OF BRIDGE COMPANIES
PROFIT AND LOSS ACCOUNT—CALENDAR YEAR 1940

ITEMS	Gandy Bridge Company	Pensacola Bridge Corporation	Tampa-Clearwater Bridge Co.
Credit balance at beginning of year	$ 340,193.15	$	$ 33,678.19
Credit balance transferred from income	128,478.03		17,160.56
Credits from retired road and equipment		79.55	
Miscellaneous credits	25,296.26		11,415.46
Debit balance carried to balance sheet		1,077,267.27	
Total Credits	$ 493,967.44	$ 1,077,346.82	$ 62,254.21
Debit balance at beginning of year	$	$ 1,014,259.73	$
Debit balance transferred from income		62,804.37	
Surplus applied to sinking and other reserve funds	26,011.23		
Dividend appropriations of surplus	75,000.00		
Debits from retired road and equipment		74.12	
Miscellaneous debits	6,823.66	208.60	
Credit balance carried to balance sheet	386,132.55		62,254.21
Total Debits	$ 493,967.44	$ 1,077,346.82	$ 62,254.21

STATISTICS OF BRIDGE COMPANIES
INCOME ACCOUNT—CALENDAR YEAR 1940

NAME OF ACCOUNTS	Gandy Bridge Company	Pensacola Bridge Corporation	Tampa-Clearwater Bridge Co.
Operating revenues—Tolls	$ 397,402.65	$ 111,582.65	$ 128,836.25
Operating expenses	146,712.49	91,017.10	81,598.97
Net revenue from bridge operation	$ 250,690.16	$ 20,565.55	$ 47,237.28
Bridge tax accruals	50,604.34	5,196.14	12,204.99
Bridge operating income	$ 200,085.82	$ 15,369.41	$ 35,032.29
Other income	9,093.52	44,425.89	38.86
Total income	$ 209,179.34	$ 59,795.30	$ 35,071.15
Miscellaneous deductions from income	2,710.98	80,432.15	
Income available for fixed charges	$ 206,468.36	$ * 20,636.85	$ 35,071.15
Fixed charges	77,990.33	42,167.52	17,910.59
NET INCOME—Transferred to Profit and Loss	$ 128,478.03	$ * 62,804.37	$ 17,160.56

*–Indicates debit item or deficit.

Express Companies

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1940
GENERAL BALANCE SHEET—AT DECEMBER 13, 1940

ASSETS	Railway Express Agency, Incorporated
Real property and equipment	$ 42,480,904
Miscellaneous physical property	3,874,676
Investments in affiliated companies—Stocks	28,500
Other investments—	
Stocks	300
Bonds	658,589
Notes	4,060
Cash	17,982,723
Special deposits	9,005
Loans and notes receivable	5,022
Traffic balances receivable	56,936
Net balances receivable from agents and messengers	6,749,108
Miscellaneous accounts receivable	1,486,327
Material and supplies	626,035
Interest, dividends and rents receivable	5,483
Working fund advances	9,705
Other current assets	29,476
Rents and insurance premiums paid in advance	71,477
Taxes paid in advance	274,801
Discount on funded debt	131,972
Other unadjusted debits	222,772
Grand Total	$ 74,707,871
LIABILITIES	
Capital stock	$ 100,000
Funded debt unmatured	28,741,904
Traffic balances payable	16,399
Audited accounts and wages unpaid	5,944,258
Miscellaneous accounts payable	1,644,475
Matured interest, dividends, and rents unpaid	981
Matured funded debt unpaid	7,000
Miscellaneous advances payable	10,025
Unpaid money orders, checks and drafts	2,044,099
Express privilege liabilities	6,692,261
Estimated tax liability	2,672,719
Unmatured interest, dividends and rents payable	86,213
Other current liabilities	481,188
Operating and insurance reserves	906,368
Accrued depreciation—Buildings and equipment	24,495,814
Accrued depreciation—Miscellaneous physical property	852,356
Other unadjusted credits	11,811
Grand Total	$ 74,707,871

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1940
INVESTMENT IN REAL PROPERTY AND EQUIPMENT—
ENTIRE COMPANY AND STATE OF FLORIDA

NAME OF ACCOUNT	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
Land	$ 5,357,136	$ 213,817
Buildings and appurtenances on land owned	6,416,376	186,398
Buildings and appurtenances on land not owned	3,867,792	697,290
Improvements to buildings not owned	70,674	181
Cars	940,229	
Automobiles	18,080,842	300,237
Office furniture and equipment	1,185,894	45,867
Office sales	417,759	6,595
Trucks	2,680,729	96,430
Garage equipment	462,821	2,938
Line equipment	230,792	
Shop equipment	174,945	3,199
Miscellaneous equipment	9,152	
Minor equipment	2,585,763	
Total Real Property and Equipment	$ 42,480,904	$ 1,552,952
Depreciation Reserve—Buildings and Equipment	$ 24,495,814	$ 590,849

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1940
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

ITEM	RAILWAY EXPRESS AGENCY, INC.	
	Debit	Credit
Credit balance transferred from income	$	$ 3,790
Profit on real property and equipment sold		568
Unrefundable overcharges		303
Miscellaneous credits		13,334
Miscellaneous debits	17,995	
Total	$ 17,995	$ 17,995

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1940
INCOME ACCOUNT—ENTIRE COMPANY

ITEM	Railway Express Agency Incorporated
OPERATING INCOME	
Charges for transportation	$ 176,520,784
Express privileges—Debit	59,062,779
Revenue from transportation	$ 117,458,005
Revenue from operations other than transportation	2,498,997
Total operating revenues	$ 119,957,002
Operating expenses	111,478,147
Net operating revenue	$ 8,478,855
Uncollectible revenue from transportation	32,672
Express taxes	7,539,197
Operating income	$ 906,986
OTHER INCOME	
Rents from real property and equipment used jointly	$ 146
Dividend income	10
Income from funded securities	24,300
Income from unfunded securities and accounts	535
Miscellaneous income	152,562
Total other income	$ 177,553
Gross income	$ 1,084,539
DEDUCTIONS FROM GROSS INCOME	
Rent for real property and equipment used jointly	$ 21
Miscellaneous taxes	46,977
Net loss on miscellaneous physical property	20,167
Separately operated properties (Loss)	1,944
Interest on funded debt	991,348
Interest on unfunded debt	* 14,205
Amortization of discount on funded debt	34,313
Miscellaneous income debits	184
Total deductions from gross income	$ 1,080,749
NET INCOME—Transferred to Profit and Loss	$ 3,790

*-Indicates credit item.

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1940
OPERATING REVENUES—
ENTIRE COMPANY AND STATE OF FLORIDA

ACCOUNT	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
TRANSPORTATION		
Express domestic	$ 173,810,079	$
Miscellaneous	2,710,705	
Total Transportation	$ 176,520,784	$ 3,937,633
Contract payments—Express privileges	59,062,779	1,442,029
Revenue from Transportation	$ 117,458,005	$ 2,495,604
OPERATIONS OTHER THAN TRANSPORTATION		
Customs brokerage fees	$ 161,792	$
Order and commission	6,021	
Rent of buildings and other property	66,282	
C. O. D. checks	1,713,013	
Miscellaneous	551,889	
Total Other than Transportation	$ 2,498,997	$ 71,660
Total Operating Revenues	$ 119,957,002	$ 2,567,264

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1940
OPERATING EXPENSES—
ENTIRE COMPANY AND STATE OF FLORIDA

ACCOUNT	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
Maintenance	$ 5,137,465	$ 115,079
Traffic	663,605	14,865
Transportation	101,275,633	2,270,035
General	4,401,444	98,592
Total Operating Expenses	$ 111,478,147	$ 2,498,571
Ratio of operating expenses to revenue—Per cent	92.93	97.32

Sleeping Car Companies

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1940

GENERAL BALANCE SHEET—ENTIRE LINE

Balance at December 31, 1940

ASSETS	The Pullman Company
Investment in sleeping car property	$ 256,430,595.26
Investment in stocks	279,051.00
Investment in bonds	7,861,273.98
Cash	23,875,376.66
Loans and bills receivable	3,116.37
Net balance receivable from receiving cashiers and ticket agents	870,837.97
Miscellaneous accounts receivable	2,950,903.88
Material and supplies	6,134,448.63
Interest and dividends receivable	43,146.99
Other current assets	243,488.11
Working fund advances	21,935.00
Insurance and other funds	712,422.89
Other deferred assets	892,571.72
Rents and insurance premiums paid in advance	3,910.82
Other unadjusted debits	4,146,725.11
Grand Total	$ 304,469,804.39
LIABILITIES	
Capital stock	$ 108,135,000.00
Wages payable	1,030,363.08
Miscellaneous accounts payable	3,528,128.41
Dividends matured unpaid	990.30
Other current liabilities	2,629.34
Liability for provident funds	374,181.14
Other deferred liabilities	8,582.33
Tax liability	2,340,937.49
Insurance and casualty reserves	388,681.71
Operating reserves	14,000.00
Accrued depreciation—Equipment	161,356,691.31
Accrued depreciation—Buildings, appurtenances and grounds	4,989,320.07
Other unadjusted credits	4,471,280.71
Miscellaneous fund reserves	6,285,146.20
Appropriated surplus not specifically invested	1,904,040.32
Profit and Loss—Credit balance	9,639,831.98
Grand Total	$ 304,469,804.39

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1940
OPERATING REVENUES AND EXPENSES—
ENTIRE COMPANY AND STATE OF FLORIDA

NAME OF ACCOUNT	THE PULLMAN COMPANY	
	Entire Company	State of Florida
OPERATING REVENUES		
Standard sleeping car berth revenue	$ 44,920,459.56	$ 1,344,255.32
Tourist sleeping car berth revenue	4,228,499.01	12,408.94
Other car berth revenue	9,531.87	47.03
Standard sleeping car seat revenue	1,135,264.05	33,480.31
Tourist sleeping car seat revenue	8,069.90	
Parlor car seat revenue	2,231,644.63	185.00
Composite car seat revenue	11,953.83	871.48
Other car seat revenue	135.70	
Charter of—		
Standard sleeping cars—Per diem rates	229,637.28	4,181.15
Standard sleeping cars—Berth rates	202,780.69	
Tourist sleeping cars—Per diem rates	126,567.31	
Private cars—Per diem rates	51,492.31	2,635.07
Other cars—Berth or seat rates	5,526.75	
Other cars to carriers—Other rates	421,275.00	23,077.14
Miscellaneous revenue	50,603.84	1,017.64
Car mileage revenue	6,459,815.69	150,984.74
Contract revenue—Debit	2,131,179.00	184,945.60
Total Revenues	$ 57,962,078.42	$ 1,388,198.22
OPERATING EXPENSES		
Maintenance	$ 26,429,452.65	$ 547,657.13
Conducting car operations	21,940,029.97	453,259.15
General expenses	3,572,274.19	73,013.86
Total Operating Expenses	$ 51,941,756.81	$ 1,073,930.14
Ratio of Expenses to Revenue—Per cent	89.61	77.36
Taxes—Sleeping Car Accruals only	$ 4,024,740.59	$ 63,606.08

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1940

OPERATING AND STATISTICAL STATEMENT—ENTIRE COMPANY

KIND OF CAR	NUMBER OF PASSENGERS			Number of Non revenue Passengers	Car Miles	Car Days	Average Revenue per Passenger	
	Berth	Seat	Total				Berth	Seat
CONTRACT OPERATIONS								
Standard sleeping cars	9,841,494	1,192,771	11,034,265	397,598	679,410,981	1,500,145	$ 4.56	$ .95
Tourist sleeping cars	1,235,765	10,632	1,246,397	23,180	90,361,114	169,243	3.42	.76
Parlor cars		2,465,936	2,465,936	43,248	38,361,789	132,762		.90
Composite cars		18,355	18,355	267	11,877,087	23,058		.65
Miscellaneous cars	287	76	363		375,729	1,228	33.21	1.79
Total—Contract Operations	11,077,546	3,687,770	14,765,316	464,293	820,386,700	1,826,436	$ 4.44	$ .92

STATISTICS	Total	STATISTICS	Dollars	Cents	Mills
Average number of car-miles per car-day	449,174	Sleeping car operations—Revenues	$ 57,962,078	42	
Average number of car-miles per mile of trackage operated over	7,241,539	Revenues per car-mile		07	065
Passenger-miles	8,213,878,992	Revenues per car-day	31	73	507
Revenue per passenger-mile—Mills	6.397	Sleeping car operations—Expenses	51,941,756	81	
Average Capacity per Car (Passenger):		Expenses per car-mile		06	331
Standard sleeping cars—Berths	24.71	Expenses per car-day	28	43	886
Tourist sleeping cars—Berths	28.27				
Parlor cars—Seats	30.28	Net Revenue	6,020,321	61	
Composite cars—Seats	27.88	Net revenue per car-mile		00	734
		Net revenue per car-day	3	29	621
Average Cost per Car of new cars placed in service during the year—					
Other than steel Cars—New type lightweight	$ 70,633.85				
Average Weight per Car equipped for Service—					
Steel cars	168,000				
Other than steel cars	159,000				
New type lightweight cars	121,000				

Electric Railway

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1940

GENERAL BALANCE SHEET AT DECEMBER 31, 1940

ASSETS	City of St. Petersburg	Tampa Electric Company	The Miami Beach Railway Company
Road and equipment	$ 1,420,048.75	$ 3,274,362.25	$ 90,336.51
Miscellaneous physical property		16,318,821.14	349,322.06
Other Investments—			
Stocks		4.00	
Bonds			1.00
Miscellaneous		2,810.50	
Cash	430.00	282,247.41	432,521.35
Special Deposits		150,233.77	
Loans and notes receivable		11,863.24	
Miscellaneous accounts receivable		1,239,657.79	422,786.18
Material and supplies	25,485.62	342,327.91	12,805.87
Other current assets		11,500.00	742.99
Rents and insurance premiums paid in advance		29,580.78	642.31
Other unadjusted debits		6,445.81	6,639.34
Grand Total	$ 1,445,964.37	$ 21,669,854.60	$ 1,315,797.61
LIABILITIES			
Capital stock	$	$ 12,971,493.20	$ 100,000.00
Funded debt—Unmatured			100,000.00
Non-negotiable debt to affiliated companies—Notes			2,203,000.00
Audited accounts and wages payable		93,092.61	4,132.70
Miscellaneous accounts payable	96,185.86		
Accrued interest, dividends, and rents payable		7,109.44	29,333.34
Other current liabilities		45.89	
Other deferred liabilities		274,939.34	
Tax liability		531,975.74	52,100.05
Insurance and casualty reserves			67,546.50
Operating reserves		168,013.36	
Accrued depreciation—Road and equipment	930,060.57	* 5,126,742.67	
Accrued depreciation—Miscellaneous physical property			91,252.13
Other unadjusted credits		109,746.25	12,583.44
Profit and loss—Credit balance	419,717.94	2,386,696.10	† 1,344,150.55
Grand Total	$ 1,445,964.37	$ 21,669,854.60	$ 1,315,797.61

*–Provision for all property, road, and equipment and miscellaneous physical property.
†–Indicates debit item or deficit.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1940
INCOME STATEMENT FOR THE YEAR

ITEM	City of St. Petersburg	Tampa Electric Company	The Miami Beach Railway Company
Railway operating revenues	$ 232,989.83	$ 539,738.47	$ 321,647.50
Railway operating expenses	201,494.53	592,101.83	223,075.20
Net revenue—Railway operations	$ 31,495.30	$ * 52,363.36	$ 98,572.30
Auxiliary operations—Revenues	$ 27,359.17		
Auxiliary operations—Expenses	35,392.00		
Net revenue—Auxiliary operations	$ * 8,032.83		
Net operating revenue	$ 23,462.47	$ * 52,363.36	$ 98,572.30
Taxes assignable to railway operations		46,900.92	29,548.12
Operating income	$ 23,462.47	$ * 99,264.28	$ 69,024.18
NON-OPERATING INCOME			
Miscellaneous rent income	$	$ 193.00	$
Net income from miscellaneous physical property		1,581,239.71	109,822.73
Income from funded securities		316.73	50.40
Income from unfunded securities and accounts		695.50	
Miscellaneous income		1,434.78	31.13
Total non-operating income	$	$ 1,583,879.72	$ 109,904.26
Gross Income	$ 23,462.47	$ 1,484,615.44	$ 178,928.44
DEDUCTIONS FROM GROSS INCOME			
Rent for leased roads	$	$	$ 11,317.86
Interest on funded debt		10,432.29	8,000.00
Miscellaneous debits		† 82.72	
Total deductions from gross income	$	$ 10,349.57	$ 19,317.86
Income Balance transferred to Profit and Loss	$ 23,462.47	$ 1,474,265.87	$ 159,610.58

*–Indicates debit item or deficit.
†–Indicates credit item.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1940
PROFIT AND LOSS STATEMENT

ITEM	City of St. Petersburg	Tampa Electric Company	The Miami Beach Railway Company
Credit balance at beginning of year	$ 396,255.47	$ 2,313,883.51	$
Credit balance transferred from income account	23,462.47	1,474,265.87	159,610.58
Miscellaneous credits		7,500.00	
Debit balance carried to balance sheet			1,344,150.55
Total Credits	$ 419,717.94	$ 3,795,649.38	$ 1,503,761.13
Debit balance at beginning of year	$	$	$ 1,388,571.30
Dividend appropriations of surplus		1,408,953.28	
Miscellaneous debits			115,189.83
Credit balance carried to balance sheet	419,717.94	2,386,696.10	
Total Debits	$ 419,717.94	$ 3,795,649.38	$ 1,503,761.13

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1940

RAILWAY OPERATING REVENUES AND EXPENSES

ITEM	City of St. Petersburg	Tampa Electric Company	The Miami Beach Railway Company
RAILWAY OPERATING REVENUES			
Passenger revenue	$ 231,449.99	$ 536,796.67	$ 318,193.00
Parlor, sleeping, dining, and special car revenue		26.25	123.25
Total revenue from transportation	$ 231,449.99	$ 536,822.92	$ 318,316.25
REVENUE FROM OTHER RAILWAY OPERATIONS			
Station and car privileges	$ 1,414.84	$ 2,681.45	$ 1,935.74
Miscellaneous	125.00	234.10	1,395.51
Total revenue from other railway operations	$ 1,539.84	$ 2,915.55	$ 3,331.25
Total Operating Revenues	$ 232,989.83	$ 539,738.47	$ 321,647.50
RAILWAY OPERATING EXPENSES			
Way and structures	$ 42,874.14	$ 141,285.82	$ 4,413.36
Equipment	38,573.57	85,694.01	32,621.61
Power	37,482.13	28,936.60	44,005.43
Conducting transportation	75,083.44	245,564.72	98,644.04
Traffic	175.75	1,857.89	304.37
General and miscellaneous	7,305.50	88,762.79	43,086.39
Total Operating Expenses	$ 201,494.53	$ 592,101.83	$ 223,075.20
Ratio of operating expenses to operating revenues—Per cent	86.48	109.70	69.35

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1940

ROAD OPERATED AT CLOSE OF YEAR

NAME OF COMPANY	Miles of Road	Miles of Second Main Track	Miles of Sidings and Turnouts	Miles of Track in Carhouses, Shops, etc.	Total
City of St. Petersburg	23.274	* 1.91	1.94	2.08	29.204
Tampa Electric Company	44.22	2.94	5.01	0.96	53.13
The Miami Beach Railway Company**	--------	--------	--------	--------	------

*–Includes 0.38 miles of all other main tracks.
**–Street railway operations ceased as at October 16, 1940.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1940

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

RAIL-LINE OPERATIONS

ITEM	City of St. Petersburg	Tampa Electric Company	The Miami Beach Railway Company
Passenger car mileage	1,187,470	3,144,232	1,075,623
Passenger car-hours	120,391	353,777	147,133
Regular fare passengers carried	3,632,846	10,992,605	5,641,152
Free transfer passengers carried		2,647,039	1,688,837
Total passengers carried	3,632,846	13,639,644	7,329,989
Employees and others carried free	10,000	114,835	22,882
Passenger revenue	$ 231,449.99	$ 536,796.67	$ 318,193.00
Average fare, revenue passengers	$ .06371	$ .04883	$ .05640
Average fare, all passengers (including transfer passengers)	$ .06371	$ .03936	$ .04327
Total revenue from transportation	$ 231,449.99	$ 536,822.92	$ 318,316.25
Revenue from transportation per car-mile	$ .19491	$ .17073	$ .29594
Revenue from transportation per car-hour	$ 1.92248	$ 1.51740	$ 2.16345
Total revenue from other railway operations	$ 1,539.84	$ 2,915.55	$ 3,331.25
Revenue from other railway operations per car-mile	$ .00129	$ .00092	$ .00310
Revenue from other railway operations per car-hour	$ .01278	$ .00824	$ .02264
Total operating revenues	$ 232,989.83	$ 539,738.47	$ 321,647.50
Operating revenues per car-mile	$ .19620	$ .17166	$ .29903
Operating revenues per car-hour	$ 1.93527	$ 1.52565	$ 2.18610
Total operating expenses	$ 201,494.53	$ 592,101.83	$ 223,075.20
Operating expenses per car-mile	$ .16968	$ .18831	$ .20739
Operating expenses per car-hour	$ 1.67366	$ 1.67366	$ 1.51615

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1940

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

MOTOR BUS OPERATIONS

ITEM	City of St. Petersburg	Tampa Electric Company	The Miami Beach Railway Company
Passenger car mileage	365,827	NONE	2,120,169
Passenger car-hours	32,133		161,818
Regular fare passengers carried	445,340		4,415,116
Free transfer passengers carried			836,417
Total passengers carried	445,340		5,251,533
Employees and others carried free	500		9,290
Passenger revenue	$ 27,359.17		$ 438,098.20
Average fare, revenue passengers	$ .06143		$ .09923
Average fare, all passengers (including transfer passengers)	$ .06143		$ .08328
Total revenue from transportation	$ 27,359.17		$ 448,162.58
Revenue from transportation per car-mile	$ .07478		$ .21138
Revenue from transportation per car-hour	$ .85143		$ 2.76954
Total revenue from other railway operations	$		$ 1,488.09
Revenue from other railway operations per car-mile	$		$ .00070
Revenue from other railway operations per car-hour	$		$ .00920
Total operating revenues	$ 27,359.17		$ 449,650.67
Operating revenues per car-mile	$ .07478		$ .21208
Operating revenues per car-hour	$ .85143		$ 2.77874
Total operating expenses	$ 35,392.00		$ 270,468.28
Operating expenses per car-mile	$ .09674		$ .12757
Operating expenses per car-hour	$ 1.10142		$ 1.67143

Boat Line Operations

STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1940

GENERAL BALANCE SHEET AT DECEMBER 31, 1940

ASSETS	A.G.W. Lines Inc.	Brown Motor Freight and Boat Lines, Inc.	Kinzie Brothers Steamer Line	St. Johns River Line Company	Suwannee Steamship Company
Investment in real property and equipment	$ 13,578,738	$ 4,152	$ 47,998	$ 267,826	$ 7,750
Reserve for accrued depreciation—Credit	10,741,987	5,625	31,648	110,077	4,920
Securities of transportation system corporations—Unpledged	5,050,147				
Long-term advances to transportation system corporations	727,108				
Miscellaneous investments	19,066	4,758	37,321	28,107	
Intangible assets				36,900	
Cash	517,681	** 93	3,444	4,924	5,373
Marketable securities	15,494				
Loans and bills receivable	68		2,782		8,806
Traffic balances owed by other companies	72,570		604	1,406	
Net balance due from agents, pursers, and stewards	227,587			25,472	1,815
Insurance claims against underwriters	136,349				
Miscellaneous accounts receivable	255,160	747	13,782	4,315	
Material and supplies	225,040		201	31,554	
Other working assets	24,749				
Unmatured dividends and interest receivable	776				
Temporary advances	34,361			5,073	
Rents paid in advance	11,229				108
Insurance premiums paid in advance	243,059	49		10,333	
Taxes paid in advance				314	
Unamortized debt discount and expense	108				
Special deposits	700				
Sinking fund assets	1,000				
Insurance and other reserve fund assets	412,681				
Open voyage expenses	86,911				
Other deferred debit items	91,728	38		3,231	
Grand Total	$ 10,990,323	$ 4,026	$ 74,484	$ 309,378	$ 18,932

**-Indicates credit item.

STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1940

GENERAL BALANCE SHEET AT DECEMBER 31, 1940

LIABILITIES	A.G.W. Lines Inc.	Brown Motor Freight and Boat Lines, Inc.	Kinzie Brothers Steamer Line	St. Johns River Line Company	Suwannee Steamship Company
Capital stock	$ 7,600,000	$ 12,123	$ 20,071	$ 34,488	$ 1,000
Premium on capital stock		1,835		84,879	
Long-term debt	1,875,000	606		56,213	
Loans and bills payable	250,000	4,591	2,250	23,428	1,248
Audited vouchers and wages unpaid	203,088	11,519		12,759	
Traffic balances owed to other companies	35,283			3,134	
Miscellaneous accounts payable	126,090		15,533	23,684	
Matured dividends and interest unpaid	3,950				
Matured rents unpaid	425,229				
Matured long-term debt unpaid	261,000				
Other working liabilities	13,968				159
Unmatured dividends, interest, and rents payable	875			2,054	
Taxes accrued	51,064		357	11,313	130
Operating reserves	427,613				
Open voyage revenues	91,801				
Other deferred credit items	171,370			927	
Appropriated surplus	5,802		13,569		553
Profit and loss	* 551,810	* 26,648	22,704	56,499	15,842
Grand Total	$ 10,990,323	$ 4,026	$ 74,484	$ 309,378	$ 18,932

*–Indicates debit item or deficit.

STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1940
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

ITEM	A.G.W. Lines Inc.	Brown Motor Freight and Boat Lines, Inc.	Kinzie Brothers Steamer Line	St. Johns River Line Company	Suwannee Steamship Company
Credit balance at beginning of year	$	$	$ 14,539	$ 54,861	$
Credit balance transferred from Income Account			10,575	1,638	95,936
Real property and equipment credits	163,434				
Miscellaneous credits	11,360				
Debit balance carried to balance sheet	551,810	26,648			
Total Credits	$ 726,604	$ 26,648	$ 25,114	$ 56,499	$ 95,936
Debit balance at beginning of year	$ 119,359	$ 20,121	$	$	$ 80,094
Debit balance transferred from income account	394,359	1,834			
Miscellaneous appropriations of surplus	912				
Real property and equipment debits	211,974				
Miscellaneous debits		4,693	2,410		
Credit balance carried to balance sheet			22,704	56,499	15,842
Total Debits	$ 726,604	$ 26,648	$ 25,114	$ 56,499	$ 95,936

STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1940

INCOME ACCOUNT—ENTIRE COMPANY

ITEM	A.G.W. Lines Inc.	Brown Motor Freight and Boat Lines, Inc.	Kinzie Brothers Steamer Line	St. Johns River Line Company	Suwannee Steamship Company
Freight revenue	$ 6,864,162	$ 12,813	$ 6,985	$ 291,696	$ 38,941
Passenger revenue	1,418,158		8,538		
Other transportation revenue	221,493		1,499		
Revenue from operations other than transportation	194,653			3,106	
Charter revenue	965,822				
Total water-line operating revenues	$ 9,664,288	$ 12,813	$ 17,022	$ 294,802	$ 38,941
Maintenance of equipment and terminals	$ 1,062,313	$ 4,338	$ 5,884	$ 41,654	$ 1,957
Traffic expenses	569,866	2	1,041	10,871	80
Transportation expenses	6,139,825	7,383	4,904	175,136	4,827
General expenses	812,970	1,000	3,748	40,390	23,645
Charter expenses	696,507			1,479	10,040
Total water-line operating expenses	$ 9,281,481	$ 12,723	$ 15,577	$ 269,530	$ 40,549
Net revenue from water-line operations	$ 382,807	$ 90	$ 1,445	$ 25,272	$ 1,608*
Net revenue from auxiliary operations				21,175	95,783
Net water-line operating revenues	$ 382,807	$ 90	$ 1,445	$ 46,447	$ 94,175
Water-line tax accruals	216,863	449	168	35,683	415
Water-line operating income	$ 165,944	$ 359*	$ 1,277	$ 10,764	$ 93,760
Total other income	20,460	750	9,465	375	2,469
Gross income	$ 186,404	$ 391	$ 10,742	$ 11,139	$ 96,229
Deductions from gross income	576,950	2,225	167	9,501	293
Net income	$ 390,546*	$ 1,834*	$ 10,575	$ 1,638	$ 95,936
Appropriations of income to Sinking and Other Reserve Funds	4,787				
Miscellaneous appropriations of income	974**				
Income balance transferred to Profit and Loss	$ 394,359*	$ 1,834*	$ 10,575	$ 1,638	$ 95,936

*–Indicates debit item or deficit.
**–Indicates credit item.

STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1940

WATER TRANSPORTATION COMPANIES OPERATED WITHIN THE STATE OF FLORIDA

NAME OF COMPANY	BUSINESS ADDRESS	TERRITORY IN GENERAL
Agwlines, Inc.	Pier 34, North River, New York, N.Y.	Operates ocean-going steamers out of Boston, New York, Charleston, Jacksonville, Key West, Miami, Tampa, Brownsville, Galveston, and Houston.
Brown Motor Freight & Boat Lines, Inc.	Foot of Newnan Street, Jacksonville, Florida.	Operates once weekly between Jacksonville, Melbourne, Titusville, Pompano, Fort Pierce, Miami, Little River, Cocoa, Ormond, Daytona, Vero, and Stuart, Florida.
Kinzie Brothers Steamer Line	P.O. Box 189, Fort Myers, Florida.	Operates six trips daily between Punta Rassa and Sanibel Island, Florida.
St. Johns River Line Company	10 S. Newnan Street, Jacksonville, Florida.	Operates six trips weekly between Jacksonville, Palatka, and Sanford, Florida, on St. Johns River.
		Operates three trips weekly between Jacksonville, Florida, and Brunswick, Georgia.
		Operates occasional trips between Jacksonville, Fernandina, Daytona, and Miami, Florida.
Suwannee Steamship Company	Foot of Catherine Street, Jacksonville, Florida.	Operates weekly between Jacksonville and Sanford, Florida, on St. Johns River.

Telegraph-Cable Companies

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1940

GENERAL BALANCE SHEET AT DECEMBER 31, 1940

ASSETS	Western Union Telegraph Company	Postal Telegraph-Cable Company
Investment in plant and equipment	$ 335,432,863.85	$ 11,592,255.51
Construction work in progress	4,058,652.32	159,574.22
Investment in securities	13,411,893.74	
Long-term advances receivable	1,180,000.00	
Miscellaneous investments	72,918.63	
Working assets and accrued income	29,646,879.33	3,892,504.15
Deferred debit items	806,056.52	241,493.66
Grand Total	$ 384,609,264.39	$ 15,885,827.54
LIABILITIES		
Capital stock	$ 104,527,744.16	$ 50,000.00
Capital stock of subsidiary companies	1,751,200.00	
Premiums on capital stock	1,163,350.00	
Funded debt	85,435,000.00	
Long-term advances payable		14,392,766.62
Working and accrued liabilities	13,229,809.57	3,146,916.71
Deferred credit items	100,372,022.00	5,897,693.43
Appropriated surplus	1,125,534.63	
Profit and loss	77,004,604.03	* 7,601,549.22
Grand Total	$ 384,609,264.39	$ 15,885,827.54

*–Indicates debit item or deficit.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1940

PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

ITEMS	Western Union Telegraph Company	Postal Telegraph-Cable Company
Credit balance at beginning of year	$ 74,578,440.34	$
Credit balance transferred from income	3,621,580.76	
Miscellaneous credits	134.52	243,764.93
Debit balance carried to balance sheet		7,601,549.22
Total Credits	$ 78,200,155.62	$ 7,845,314.15
Debit balance at beginning of year	$	$ 3,579,565.45
Debit balance transferred from income		469,267.35
Dividend appropriations of surplus	1,045,038.00	
Miscellaneous debits	150,513.59	3,796,481.35
Credit balance carried to balance sheet	77,004,604.03	
Total Debits	$ 78,200,155.62	$ 7,845,314.15

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1940

INCOME ACCOUNT—ENTIRE COMPANY

ITEMS	Western Union Telegraph Company	Postal Telegraph-Cable Company
Telegraph and cable operating revenues	$ 99,704,352.40	$ 2,964,359.61
Telegraph and cable operating expenses	84,335,382.52	3,155,553.65
Net telegraph and cable operating revenues	$ 15,368,969.88	$ * 191,194.04
Uncollectible operating revenues	$ 398,817.00	$ 9,835.50
Taxes assignable to operations	5,898,146.03	196,993.22
Deductions from net operating revenues	$ 6,296,963.03	$ 206,828.72
Operating income	$ 9,072,006.85	$ * 398,022.76
NON-OPERATING INCOME		
Income from lease of plant	$ 78,527.55	$
Miscellaneous rent income	10,938.42	385.00
Dividend income	1,043,435.43	
Interest income	440,291.89	2,310.76
Total nonoperating income	$ 1,573,193.29	$ 2,695.76
Gross Income	$ 10,645,200.14	$ * 395,327.00
DEDUCTIONS FROM GROSS INCOME		
Rent for lease of plant	$ 2,583,559.79	$
Miscellaneous rents	374,653.09	22,246.32
Interest on funded debt	4,043,295.00	
Other interest deductions	22,111.50	51,694.03
Total deductions from gross income	$ 7,023,619.38	$ 73,940.35
Net Income—Transferred to Profit and Loss	$ 3,621,580.76	$ * 469,267.35

*–Indicates debit item or deficit.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1940

OPERATING REVENUES AND EXPENSES, ENTIRE COMPANY AND STATE OF FLORIDA

ITEMS	WESTERN UNION TELEGRAPH COMPANY			
	Entire Company	STATE OF FLORIDA		
		Intrastate	Interstate	Total
OPERATING REVENUES				
Revenues from transmission—Telegraph	$84,943,159.92	$ 662,509.95	$ 1,872,724.04	$ 2,535,233.99
Revenues from transmission—Cable	6,375,742.06			
Operations other than transmission	9,773,531.88	125,671.39	85,750.58	211,421.97
Contract payments to transportation companies—Debit	1,388,081.46	1,065.75	1,846.11	2,911.86
Total Operating Revenues	$99,704,352.40	$ 787,115.59	$ 1,956,628.51	$ 2,743,744.10
OPERATING EXPENSES				
Maintenance expense	$20,239,147.92	$	$	$ 526,588.29
Conducting operations	59,875,879.57			1,621,531.40
General and miscellaneous expense	4,220,355.03			108,547.50
Total OperatingExpenses	$84,335,382.52	$	$	$ 2,256,667.19
Ratio of Operating Expenses to Revenue—Per cent	84.59			82.20

Note—State revenues represent collections in the State for both intrastate and interstate business.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1940

OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY AND STATE OF FLORIDA

ITEMS	POSTAL TELEGRAPH-CABLE COMPANY			
	ENTIRE COMPANY	STATE OF FLORIDA		
		Intrastate	Interstate	Total
OPERATING REVENUES				
Revenues from transmission—Telegraph	$ 2,714,233.81	$ 155,580.04	$ 440,132.07	$ 595,712.11
Operations other than transmission	250,125.80	39,485.50	23,728.85	63,214.35
Total Operating Revenue	$ 2,964,359.61	$ 195,065.54	$ 463,860.92	$ 658,926.46
OPERATING EXPENSES				
Maintenance expense	$ 717,965.16	$	$	$ 158,834.03
Conducting operations	2,295,560.96			508,960.18
General and miscellaneous expense	142,027.53			31,653.51
Total operating expenses	$ 3,155,553.65			$ 699,447.72
Ratio of Operating Expenses to Revenues—Per cent	106.45			106.15

Note—The revenues are actual in accordance with agreement between this company and associated companies under date of January 1, 1931.

Telephone Companies

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1940

NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P.B.X. and Intercon.	Total
Callahan Telephone & Telegraph Co.	Callahan, Fla.	Callahan	24	19	3			46
		Hilliard	18	4				22
Cottondale Telephone Co.	Cottondale, Fla.	Cottondale	46					46
Florida Telephone Corporation	Leesburg, Fla.	Alachua	44	5	5			54
		Apopka	113	42	38			193
		Bushnell	38	13	3			54
		Clermont	106	18	13			137
		Crescent City	110	16	10			136
		Crystal River	27	12	3			42
		Dade City	177	80	28			285
		Eustis	315	40	51		12	418
		Groveland	33	3	5			41
		Hastings	51	56	16			123
		High Springs	127	4	6	4		141
		Inverness	85	1	8			94
		Jasper	98		7			105
		Kissimmee	236	5	30			271
		Lake Butler	20	1	1	8		30
		Leesburg	584	161	108		21	874
		Live Oak	360	12	39		29	440
		Mayo	26					26
		Mount Dora	189	66	27	2	91	375
		Ocala	1,120	247	253	6	203	1,829
		St. Cloud	59	3	2	1		65
		Tavares	107	14	29			150
		Umatilla	70	10	10			90
		White Springs	29		1	1		31
		Wildwood	29	8	1	3		41
		Williston	92	2	3	6		103
		Winter Garden	221	99	43		36	399
Gulf Telephone Company	Perry, Fla.	Perry	261	27	31	7	60	386
Hampton Telephone Company	Hampton, Fla.	Hampton	(A)					
Inter County Telephone Company	Ft. Myers, Fla.	Arcadia	340	31	64		108	543
		Avon Park	182	39	37		197	455
		Boca Grande	86		32		407	525
		Bowling Green	15	1				16

(A)-Indicates annual report for 1940 not received.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1940
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P.B.X. and Intercon	Total
		Clewiston	139		18		117	274
		Everglades	43	9	18			70
		Fort Meade	116	10	6	3		135
		Ft. Myers	998		187		482	1,667
		Ft. Myers Beach	33		3			36
		LaBelle	37	5	5			47
		Lake Placid	34		7		34	75
		Moore Haven	38	4				42
		Naples	79		18			97
		Okeechobee	86	2	6		60	154
		Punta Gorda	187	12	10		248	457
		Sebring	269		48	3	511	831
		Wauchula	203		23			226
Macclenny Telephone Company	Macclenny, Fla.	Macclenny	42	2	1			45
McIntosh Telephone Company	McIntosh, Fla.	McIntosh	32	56				88
Milton Telephone Exchange	Milton, Fla.	Milton	130	35	8	12		185
Molino Telephone Company	Molino, Fla.	Molino	13					13
Orange City Telephone Co.	Orange City, Fla.	Orange City	37	7	1			45
Peninsular Telephone Company	Tampa, Fla.	Auburndale	129		27			156
		Bartow	754		187		31	972
		Bradenton	2,018		305		431	2,754
		Clearwater	2,051		428		1,164	3,643
		Frost Proof	179		26		17	222
		Gulf Beaches	300		42		381	723
		Haines City	385		87		49	521
		Lakeland	2,952		485		511	3,948
		Lake Wales	722		217		197	1,136
		Largo	206		29			235
		Mulberry	116		14			130
		New Port Richey	117		5			122
		Plant City	814	2	106		92	1,014
		St. Petersburg	9,429		1,512		4,249	15,190
		Sarasota	2,180		396		552	3,128
		Tampa	16,534	13	3,051		3,262	22,860
		Tarpon Springs	361		44		19	424
		Venice	185		28		41	254
		Winter Haven	1,369		345		134	1,848

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1940
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P.B.X. and Intercon.	Total
Quincy Telephone Company	Quincy, Fla.	Quincy	575	112	107		11	805
Riverside Telephone Company	Blountstown, Fla.	Blountstown	96	2	2			100
		Wewahitchka	3					3
St. Joseph Telephone & Telegraph Co.	Port St. Joe, Fla.	Apalachicola	83		5			88
		Port St. Joe	126		13		9	148
		River Junction	106		5			111
Sneads Telephone Company	Sneads, Fla.	Sneads	23	5				28
Southeastern Telephone Co.	327 S. LaSalle St., Chicago, Ill.	Bonifay	86		2			88
		Crestview	100	10	3			113
		DeFuniak Springs	284	25	23			332
		Ft. Walton	18	8				26
		Greenville	18	3				21
		Madison	199	8	11	9		227
		Monticello	189	29	13	5		236
		Ponce de Leon	7	2				9
		Tallahassee	2,832	131	442		615	4,020
		Valparaiso	19	6	1			26
Southern Bell Telephone & Telegraph Co.	Hurt Building, Atlanta, Ga.	Archer	51	29	1			81
		Baldwin	29		1			30
		Belle Glade	176	3	32			211
		Boca Raton	72		16		508	596
		Boynton	57		16			73
		Brooksville	221	3	16	9	39	288
		Bunnell	55	2	3			60
		Camp Blanding	6		1		291	298
		Cedar Keys	19		1			20
		Chipley	221	1	25			247
		Cocoa	405	28	70		184	687
		Cross City	76	2	9			87
		Daytona Beach	3,319	8	607	5	1,886	5,825
		DeLand	902	23	180	6	319	1,430
		Delray Beach	459		101		262	822
		Dunnellon	68	5	3			76
		Eau Gallie	48		4		68	120
		Fernandina	271		26	2	47	346
		Ft. Lauderdale	2,459		440		816	3,715

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1940

NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
		Ft. Pierce	768	20	141		178	1,107
		Gainesville	2,182	8	327	5	475	2,997
		Geneva	28		3			31
		Golden Beach	116	49	32		33	230
		Graceville	83	17	5			105
		Green Cove Springs	105	9	13			127
		Havana	111	15	6			132
		Hawthorne	33	2	3			38
		Hobe Sound	91		71		128	290
		Hollywood	913		136		996	2,045
		Homestead	297	72	48			417
		Jacksonville	22,725	139	4,470	14	5,423	32,771
		Jacksonville Beach	567		49		50	666
		Key West	758		123		452	1,333
		Lake City	560	16	42	21	159	798
		Lake Park	32		6		15	55
		Lake Worth	541	8	63		244	856
		Lynn Haven	50		5			55
		Mandarin	56	7	5			68
		Melbourne	212	14	24		130	380
		Miami	35,930		7,901		31,786	75,617
		Micanopy	20	20	2			42
		New Smyrna	351	18	45	1	56	471
		Orange Park	44	12	4			60
		Orlando	6,212	55	1,401	34	1,793	9,495
		Oviedo	57	3	6			66
		Pahokee	234		49			283
		Palatka	668	66	103		127	964
		Panama City	1,079	5	142	4	251	1,481
		Pensacola	4,725	80	695	6	589	6,095
		Perrine	54	3	8			65
		Pierson	68	9	4			81
		Pomona	32	11	2			45
		Pompano	171		15		169	355
		Ponte Vedra	67		14		118	199
		St. Augustine	1,769	11	277	16	777	2,850

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1940

NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN OPERATION—ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
		Sanford	1,146	25	172		120	1,463
		Sebastian	28	22	4			54
		Stuart	235	10	41		85	371
		Titusville	127		17			144
		Trenton	59	8	1			68
		Vero Beach	402	23	51		103	579
		West Palm Beach	5,556	6	2,227		4,543	12,332
Starke Telephone Company	Starke, Fla.	Starke	118		3	4		125
West Florida Telephone & Telegraph Co.	Marianna, Fla.	Marianna	407	36	43		80	566
West Putnam Telephone Company	Interlachen, Fla.	Interlachen	(A)					
Winter Park Telephone Company	Winter Park, Fla.	Winter Park	948	11	242		220	1,421
		Total	153,168	2,451	29,820	197	67,901	253,537

(A)–Indicates annual report for 1940 not received.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1940

GENERAL BALANCE SHEET—CLASS "A" AND "B" COMPANIES AT DECEMBER 31, 1940

NAME OF COMPANY	ASSETS							
	Telephone Plant	Investments in Affiliated Companies	Other Investments	Miscellaneous Physical Property	Sinking Funds	Current Assets	Deferred Charges	Total
Florida Telephone Corporation	$ 1,119,293.29	$	$ 400,000.00	$	$	$ 102,045.55	$ 44,182.91	$ 1,665,521.75
Gulf Telephone Company	45,461.88					502.90		45,964.78
Inter County Telephone & Telegraph Co.	2,067,951.05					56,292.81	1,816.78	2,126,060.64
Milton Telephone Exchange	39,473.32		790.00			8,570.31	15.00	48,848.63
Peninsular Telephone Company	12,141,534.27		37,204.14	13,168.15	315.00	1,342,753.75	637,345.70	14,172,321.01
Quincy Telephone Company, Inc.	115,198.00		1,572.08			8,718.89		125,488.97
St. Joseph Telephone & Telegraph Co.	117,030.04					24,931.64	182.43	142,144.11
Southeastern Telephone Company	1,419,340.89		6,375.06			231,707.24	14,860.06	1,672,283.25
Southern Bell Telephone & Telegraph Co.	300,952,264.63	836,717.47	1,812,393.01	604,287.78		15,026,701.94	3,355,307.87	322,587,672.70
Lessee West Florida Telephone & Telegraph Company			33,644.43			16,727.98		50,372.41
Winter Park Telephone Company	237,724.40	13,546.48				12,917.57	2,165.79	266,354.34
Total	$318,255,271.77	$ 850,264.05	$2,291,978.72	$ 617,455.93	$ 315.00	$16,831,870.58	$4,055,876.54	$342,903,032.59

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1940

GENERAL BALANCE SHEET—CLASS "A" AND "B" COMPANIES AT DECEMBER 31, 1940

NAME OF COMPANY	LIABILITIES								
	Stock	Long-Term Debt	Current Liabilities	Accrued Liabilities Not Due	Deferred Credits and Reserves	Contributions of Telephone Plant	Surplus Reserved	Unappropriated Surplus	Total
Florida Telephone Corp.	$ 507,400.00	$ 752,100.00	$ 44,754.85	$ 66,576.76	$ 164,623.06	$	$	$ 130,067.08	$ 1,665,521.75
Gulf Telephone Co.	10,000.00		7,723.77		26,409.00			1,832.01	45,964.78
Inter County Telephone & Telegraph Co.	450,000.00	1,211,719.50	58,976.31	29,143.09	483,803.07			* 107,581.33	2,126,060.64
Milton Telephone Exchange	13,682.00		1,255.67	816.28	22,638.45			10,456.23	48,848.63
Peninsular Telephone Co.	5,216,820.57	3,731,000.00	250,506.19	406,847.97	3,914,482.57	38,358.68		614,305.03	14,172,321.01
Quincy Telephone Co., Inc.	55,500.00		2,093.01	1,597.29	46,072.13			20,226.54	125,488.97
St. Joseph Telephone & Telegraph Co.	50,000.00		3,508.19	765.64	51,838.96			36,031.32	142,144.11
Southeastern Telephone Co.	804,035.00	229,000.00	61,357.24	24,936.16	376,735.24	16,715.15	107,973.50	51,530.96	1,672,283.21
Southern Bell Telephone & Telegraph Co.	155,000,000.00	80,756,477.54	9,517,007.77	6,989,629.03	65,774,978.56			4,549,579.80	322,587,672.70
Lessee West Florida Telephone & Telegraph Co.			576.64	17.43				49,778.34	50,372.41
Winter Park Telephone Co.	42,200.00	122,900.00	26,114.15	3,089.74	48,183.25	1,248.36		22,618.84	266,354.34
Total	$162,149,637.57	$86,803,197.04	$9,973,873.79	$7,523,419.39	$70,909,764.29	$ 56,322.19	$ 107,973.50	$5,378,844.82	$342,903,032.59

Asterisk indicates debit item or deficit.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1940

INCOME STATEMENT—CLASS "A" AND "B" COMPANIES—ENTIRE COMPANY

NAME OF COMPANY	Telephone Operating Revenues	Telephone Operating Expenses	Net Telephone Operating Revenues	Rent for Lease of Operating Property	Operating Taxes	Net Operating Income
Florida Telephone Corporation	$ 336,099.17	$ 212,109.57	$ 123,989.60	$	$ 41,895.71	$ 82,093.89
Gulf Telephone Company	12,090.15	10,387.64	1,702.51		934.84	767.67
Inter County Telephone & Telegraph Company	243,417.51	175,391.54	68,025.97		18,357.11	49,668.86
Milton Telephone Exchange	10,362.96	9,045.26	1,317.70		1,278.11	39.59
Peninsular Telephone Company	2,761,923.14	1,470,280.04	1,291,643.10		471,008.50	820,634.60
Quincy Telephone Company, Inc.	30,532.78	22,481.32	8,051.46		2,829.56	5,221.90
St. Joseph Telephone & Telegraph Company	31,354.30	22,025.51	9,328.79		2,086.88	7,241.91
Southeastern Telephone Company	255,725.89	163,714.18	92,011.71		33,055.69	58,956.02
Southern Bell Telephone & Telegraph Company	75,986,497.16	49,701,940.02	26,284,557.14		11,431,869.31	14,852,687.83
Lessee West Florida Telephone & Telegraph Company	25,039.96	16,848.83	8,191.13	4,200.00	1,498.55	2,492.58
Winter Park Telephone Company	56,849.59	37,053.42	19,796.17		4,981.01	14,815.16
Total	$79,749,892.61	$51,841,277.33	$27,908,615.28	$ 4,200.00	$12,009,795.27	$15,894,620.01

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1940

INCOME STATEMENT—CLASS "A" AND "B" COMPANIES—ENTIRE COMPANY (Continued)

NAME OF COMPANY	Other Income	Miscellaneous Deductions from Income	Income Available for Fixed Charges	Fixed Charges	Net Income	Dividend Appropriations	Income Balance
Florida Telephone Corporation	$ 15,600.00	$	$ 97,693.89	$ 61,703.65	$ 35,990.24	$	$ 35,990.24
Gulf Telephone Company			767.67	509.84	257.83		257.83
Inter County Telephone & Telegraph Company			49,668.86	52,835.06	* 3,166.20		* 3,166.20
Milton Telephone Exchange			39.59		39.59		39.59
Peninsular Telephone Company	2,637.76	18,013.18	805,259.18	151,316.17	653,943.01	140,000.00	513,943.01
Quincy Telephone Company, Inc.	83.05		5,304.95	18.67	5,286.28		5,286.28
St. Joseph Telephone & Telegraph Company			7,241.91		7,241.91		7,241.91
Southeastern Telephone Company	13,823.07	87.50	72,691.59	15,133.50	57,558.09		57,558.09
Southern Bell Telephone & Telegraph Company	386,614.33	87,312.97	15,151,989.19	2,887,321.66	12,264,667.53	11,200,000.00	1,064,667.53
Lessee West Florida Telephone & Telegraph Co.	816.63		3,309.21		3,309.21		3,309.21
Winter Park Telephone Company			14,815.16	7,669.94	7,145.22		7,145.22
Total	$ 419,574.84	$ 105,413.65	$16,208,781.20	$ 3,176,508.49	$13,032,272.71	$11,340,000.00	$ 1,692,272.71

Asterisk indicates debit item or deficit.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1940

INCOME ACCOUNT—CLASS "C" COMPANIES

NAME OF COMPANY	Total Operating Revenue	Total Operating Expenses	Taxes	Interest and Miscellaneous Deductions	Net Income
Callahan Telephone & Telegraph Company	$ 3,360.30	$ 1,818.00	$ 77.00	$ 60.00	$ 1,405.50
Cottondale Telephone Company	1,749.94	1,754.00	84.00		* 88.06
Macclenny Telephone Company	2,163.37	1,987.73	146.11		29.53
McIntosh Telephone Company	3,554.94	3,442.74	410.50	177.45	* 475.75
Molino Telephone Company	398.12	346.78	13.50		37.84
Orange City Telephone Company	1,675.56	1,903.48	96.30	13.15	* 337.37
Riverside Telephone Company	6,923.24	6,046.64	305.83	612.35	* 41.58
Sneads Telephone Exchange	926.40	500.60	10.00		415.80
Starke Telephone Company	5,892.79	5,789.40	300.00	520.00	* 716.61
Total	$ 26,644.86	$ 23,589.37	$ 1,443.24	$ 1,382.95	$ 229.30

*—Indicates deficit.

Auto Transportation Companies

AUTO TRANSPORTATION COMPANIES AND INDIVIDUALS OPERATING LESS THAN FULL—CALENDAR YEAR 1940

NAME OF COMPANY OR INDIVIDUAL	FROM	TO
BUS OPERATIONS		
Clarke Motor Lines(1)	January 1, 1940	March 31, 1940
Clarke Motor Lines, Inc.(1)	April 1, 1940	December 31, 1940
Fort Myers Transit Company(2)		
Fort Myers Transit Service(4)	July 29, 1940	December 31, 1940
Miami-Opa Locka Bus Line	August 1, 1940	December 31, 1940
Suwannee River Bus Line(3)		
Suwannee & Gulf Stages	October 10, 1940	December 31, 1940
Wise Motor Line	January 1, 1940	December 31, 1940
TRUCK OPERATIONS		
W. L. Akins Transportation Company, Inc.(A)	January 1, 1940	May 31, 1940
Flamingo Truck Lines, Inc.(A)	June 1, 1940	December 31, 1940
L. & L. Freight Lines, Inc.(A)	January 1, 1940	May 31, 1940
Pittman Truck Line (B)	January 1, 1940	February 29, 1940
Star Truck Line, Inc.(A)	January 1, 1940	May 31, 1940

(2)–Clarke Motor Lines was incorporated under name of Clarke Motor Lines, Inc.
(2)–Did not operate in calendar year 1940.
(3)–Did not operate and certificate cancelled.
(4)–Certificate cancelled—report waived.

(A)–Flamingo Truck Lines, Inc., is a merger of W. L. Akins Transportation Company, Inc., L. & L. Freight Lines, Inc., and Star Truck Line, Inc.
(B)–Pittman Truck Line purchased by Union Express Freight Company, Inc.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross Revenue less than $100,000 annually)

NAME OF COMPANY OR OPERATOR	ASSETS							
	Plant and Equipment	Investments	Reacquired Securities	Special Deposits	Current Assets	Prepayments	Deferred Charges	Grand Total
TRUCK OPERATIONS — COMMON CARRIER								
W. L. Akins Transportation Co., Inc.	$ 1,700.00	$	$	$	$ 4,605.63	$	$	$ 6,305.63
Bee Line Transfer	23,849.09			10.00	4,990.42	872.92		29,722.43
Brown Motor Freight & Boat Lines, Inc.	4,758.15	4,151.57	5,855.78		653.86	87.58		15,506.94
C. & H. Transfer Co.	20,825.80				666.12	75.00		21,566.92
Five Transportation Co.	45,244.68				13,527.07	1,127.42		59,899.17
Fogarty Brothers Transfer, Inc.	27,731.74	6,060.33		30.00	6,935.67	1,008.94		41,766.68
Green Brothers Transfer Co.	14,028.75				1,284.76	30.75		15,344.26
Highway Transportation Co.	1,243.87				144.05	116.10	3.00	1,507.02
Hunt Truck Line	37,327.74			7,300.00	665.27	1,373.23		46,666.24
Marshall Transfer Co.	3,685.00				2,293.16	147.75		6,125.91
Overseas Transportation Co., Inc.	52,394.25				14,551.78	1,301.89		68,247.92
Peters Truck Line	969.60				3,000.00			4,869.60
Pittman Truck Line	3,608.75					194.51		3,803.26
Star Truck Line	29,029.42				4,458.31	853.47		34,341.20
Union Express Freight Co., Inc.	24,985.06				1,419.00	75.00		26,479.06
Total Truck Operations—Common Carrier	$ 291,381.90	$ 10,211.90	$ 5,855.78	$ 7,340.00	$ 60,095.10	$ 7,264.56	$ 3.00	382,152.24

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross revenue less than $100,000 annually)

NAME OF COMPANY OR OPERATOR	ASSETS							
	Plant and Equipment	Investments	Reacquired Securities	Special Deposits	Current Assets	Prepayments	Deferred Charges	Grand Total
BUS OPERATIONS—COMMON CARRIER								
Clarke Motor Lines	$ 4,215.00	$	$	$	$ 2,726.00	$ 580.35	$	$ 7,521.35
Clarke Motor Lines, Inc.	4,234.75				525.40	324.75		5,084.90
Gator Motor Lines, Inc.	15,883.46				937.86	182.50		17,003.82
Glades "K" Motor Lines	16,284.65				15.00	919.07		17,218.72
Gulf Coast Motor Lines, Inc.	9,326.50				4,225.10	570.58		14,122.18
Lee Coach Line	21,593.24			25.00	5,916.24	844.19	200.00	28,578.67
Miami-Opa Locka Bus Line, Inc.	2,376.75				324.21	530.00		3,230.96
J. O. Miller Bus Line	2,750.00				1,690.83	207.60		4,648.43
Monroeville Bus Co.	28,674.46			18.00	10,115.79	1,499.85		40,308.10
Orlando Transit Co.	2,150.00	84,132.33		55.00	519.56	298.50		87,155.39
Pass-a-Grille Beach Bus Line	15,417.59				1,179.35	886.08		17,483.02
Southern Tours, Inc.	32,037.50			85.00	2,073.88	661.21		34,857.59
Suwanee & Gulf Stages	870.00				50.00	77.80		997.80
West Florida Transportation Co.	1,469.66				1,358.79			2,828.45
Wise Motor Lines	2,042.11				96.76			2,138.87
Total Bus Operations—Common Carrier	$ 159,325.67	$ 84,132.33	$	$ 183.00	$ 3,1754.77	$ 7,582.48	$ 200.00	$ 283,178.25
COMBINATION BUS AND TRUCK OPERATIONS								
McJunkin, Wayne F.	$ 27,452.94	$	$	$	$ 474.41	$ 1,329.85	$	$ 29,257.20
St. Andrews Bay Transportation Co.	72,098.66	6.00		25.00	14,039.34	2,055.50	76.78	88,301.28
University City Transfer Co., Inc.	15,161.35	1,000.00			7,892.98	346.86		24,401.19
Total Combination Bus & Truck Operations	$ 114,712.95	$ 1,006.00	$	$ 25.00	$ 22,406.73	$ 3,732.21	$ 76.78	$ 141,959.67

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross revenue less than $100,000 annually)

NAME OF COMPANY OR OPERATOR	LIABILITIES								
	Corporate Capital Liabilities	Non-Corporate Proprietorship	Funded Debt	Current Liabilities	Accrued Liabilities	Deferred Credits	Reserve Accounts	Corporate Surplus	Grand Total
TRUCK OPERATIONS—COMMON CARRIER									
W. L. Akins Transportation Co., Inc.	$ 5,000.00	$	$	$	$	$	$	$ 1,305.63	$ 6,305.63
Bee Line Transfer		12,248.77		504.80	410.86		16,558.00		29,722.43
Brown Motor Freight & Boat Lines, Inc.	19,813.70		606.13	16,110.23			5,624.86	*26,647.98	15,506.94
C. & H. Transfer Co.		1,658.39			647.06		19,261.47		21,566.92
Five Transportation Co.		14,922.43	2,051.60	22,814.05			20,111.09		59,899.17
Fogarty Brothers Transfer, Inc.	10,000.00			10,682.63	964.01		19,463.60	656.44	41,766.68
Green Brothers Transfer Co.		4,721.49	3,200.00	1,000.00	10.50		6,412.27		15,344.26
Highway Transportation Co.	1,500.00						601.62	* 594.60	1,507.02
Hunt Truck Line		23,835.00		7,913.20	405.30		14,512.74		46,666.24
Marshall Transfer Co.		5,224.50			138.86		762.55		6,125.91
Overseas Transportation Co., Inc.	11,500.00		8,000.00	23,869.49	1,925.00		18,554.73	4,398.70	68,247.92
Peters Truck Line		3,239.29		991.45			638.86		4,869.60
Pittman Truck Line		3,403.28			77.13		322.85		3,803.26
Star Truck Line, Inc.	12,755.89			8,161.11	416.17		13,471.87	* 463.84	34,341.20
Union Express Freight Co., Inc.	17,075.00			6,716.23			9,798.03	* 7,110.20	26,479.06
Total Truck Operations—Common Carrier	$ 77,644.59	$69,253.15	$ 13,857.73	$ 98,763.19	$ 4,994.89	$	$ 146,094.54	$*28,455.85	$ 382,152.24

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940
GENERAL BALANCE SHEET—ENTIRE COMPANY
(Gross revenue less than $100,000 annually)

NAME OF COMPANY OR OPERATOR	LIABILITIES								
	Corporate Capital Liabilities	Non-Corporate Proprietorship	Funded Debt	Current Liabilities	Accrued Liabilities	Deferred Credits	Reserve Accounts	Corporate Surplus	Grand Total
BUS OPERATIONS — COMMON CARRIER									
Clarke Motor Lines	$	$ 5,082.15	$	$ 1,165.00	$	$	$ 1,274.20	$	$ 7,521.35
Clarke Motor Lines, Inc.	5,000.00			745.00	16.99		2,159.20	* 2,836.29	5,084.90
Gator Motor Lines, Inc.	500.00		8,550.00	7,519.55	1,046.85		2,066.52	* 2,679.10	17,003.82
Glades "K" Motor Lines		1,296.88	2,973.19	2,816.24	109.10		10,023.31		17,218.72
Gulf Coast Motor Lines, Inc.	500.00		4,935.32	856.70			1,591.47	6,238.69	14,122.18
Lee Coach Line		9,137.94		8,769.48	1,169.70		9,501.55		28,578.67
Miami-Opalocka Bus Line, Inc.	2,500.00			2,904.99			515.57	* 2,689.60	3,230.96
J. O. Miller Bus Line		1,918.23		1,653.12			1,077.08		4,648.43
Monroeville Bus Co.	2,500.00			9,287.12			18,542.28	9,978.70	40,308.10
Orlando Transit Co.	20,000.00		4,421.90	34,295.92	660.25		24,099.84	3,677.48	87,155.39
Pass-a-Grille Beach Bus Line				5,361.13	358.00		8,492.69	3,271.20	17,483.02
Southern Tours, Inc.	2,400.00		337.32	39,478.18	1,198.14		27,136.08	*35,692.13	34,857.59
Suwanee & Gulf Stages		222.85		701.20	11.78		61.97		997.80
West Florida Transportation Co.	5,000.00			2,591.72				* 4,763.27	2,828.45
Wise Motor Line		1,555.59					583.28		2,138.87
Total Bus Operations — Common Carrier	$ 38,400.00	$19,213.64	$ 21,217.73	$ 118,145.35	$ 4,570.81	$	$ 107,125.04	$*25,494.32	$ 283,178.25
COMBINATION BUS AND TRUCK OPERATIONS									
McJunkin, Wayne F.	$	$12,318.47	$ 3,179.81	$ 6,037.02	$ 57.42	$	$ 7,664.48	$	$ 29,257.20
St. Andrews Bay Transportation Co.	11,500.00		45,453.37	14,437.64	380.77	11,902.26	17,125.70	*12,498.46	88,301.28
University City Transfer Co., Inc.	7,000.00			4,200.00	298.80		12,857.42	44.97	24,401.19
Total Combination Bus and Truck Operations	$ 18,500.00	$12,318.47	$ 48,633.18	$ 24,674.66	$ 736.99	$11,902.26	$ 37,647.60	$*12,453.49	$ 141,959.67

Asterisk indicates deficit or debit item.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

(Gross revenue less than $100,000 annually)

NAME OF COMPANY OR OPERATOR	Balance at Beginning of Period	Transferred from Income Account	Miscellaneous Credits	Miscellaneous Debits to P. & L. Account	Balance at Close of Period
TRUCK OPERATIONS—COMMON CARRIER					
W. L. Akins Transportation Company, Inc.	$ * 1,194.37	$ 2,500.00	$	$	$ 1,305.63
Bee Line Transfer		* 2,194.69		* 2,194.69	
Brown Motor Freight & Boat Lines, Inc.	* 20,121.11	* 1,833.86		4,693.01	* 26,647.98
C. & H. Transfer Company		3,489.27		3,489.27	
Five Transportation Company		5,499.06		5,499.06	
Fogarty Brothers Transfer, Inc.	* 407.59	1,064.03			656.44
Green Brothers Transfer Company		1,302.80		1,302.80	
Highway Transportation Company	* 636.83	42.23			* 594.60
Hunt Truck Line		3,688.53		3,688.53	
Marshall Transfer Company		2,401.97		2,401.97	
Overseas Transportation Company, Inc.	* 1,189.59	5,588.29			4,398.70
Peters Truck Line		* 127.23		* 127.23	
Pittman Truck Line		601.97		601.97	
Star Truck Line, Inc.	* 11,691.84	* 384.44	12,693.97	1,081.53	* 463.84
Union Express Freight Company, Inc.	* 9,858.65	2,748.45			* 7,110.20
Total Truck Operations—Common Carrier	$ * 45,099.98	$ 24,386.38	$ 12,693.97	$ 20,436.22	$ * 28,455.85

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

(Gross revenue less than $100,000 annually)

NAME OF COMPANY OR OPERATOR	Balance at Beginning of Period	Transferred from Income Account	Miscellaneous Credits	Miscellaneous Debits to P. & L. Account	Balance at Close of Period
EUS OPERATIONS—COMMON CARRIER					
Clarke Motor Lines	$	$ * 1,056.91	$	$ * 1,056.91	$
Clarke Motor Lines, Inc	82.15	* 2,911.00		7.44	* 2,836.29
Gator Motor Lines, Inc	* 356.34	* 2,322.76			* 2,679.10
Glades "K" Motor Lines		* 190.26		* 190.26	
Gulf Coast Motor Lines, Inc	5,723.77	114.92	400.00		6,238.69
Lee Coach Line		3,079.35		3,079.35	
Miami-Opalocka Bus Line, Inc		* 2,689.60			* 2,689.60
J. O. Miller Bus Line		1,277.30		1,277.30	
Monroeville Bus Company	1,360.55	2,070.74	6,547.41		9,978.70
Orlando Transit Company	3,807.86	* 130.38			3,677.48
Pass-a-Grille Beach Bus Line	3,880.12	1,391.08		2,000.00	3,271.20
Southern Tours, Inc	* 36,639.36	* 1,246.28	67.51		* 37,818.13
Suwanee & Gulf Stages		* 38.15	713.15	675.00	
West Florida Transportation Company	* 5,052.88	289.61			* 4,763.27
Wise Motor Line		76.99		76.99	
Total Bus Operations—Common Carrier	$ * 27,194.13	$ * 2,285.35	$ 7,728.07	$ 5,868.91	$ * 27,620.32
COMBINATION BUS AND TRUCK OPERATIONS					
McJunkin, Wayne F	$	$ 1,125.50	$	$ 1,125.50	$
St. Andrews Bay Transportation Company	* 12,157.70	1,045.26	5.12	1,391.14	* 12,498.46
University City Transfer Company, Inc	* 1,500.98	1,545.95			44.97
Total Combination Bus and Truck Operations	$ * 13,658.68	$ 3,716.71	$ 5.12	$ 2,516.64	$ * 12,453.49

Asterisk indicates deficit or debit item.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

INCOME ACCOUNT—ENTIRE LINE

(Gross revenues less than $100,000 annually)

NAME OF COMPANY OR OPERATOR	Auto Operating Revenues	Auto Operating Expenses	Net Revenue from Auto Operations	Net Revenue Affiliated or Auxiliary Operations	Net Operating Revenue	Auto Tax Accruals	Non-Operating Income	Income Deductions	Net Balance Carried to P. & L. Acct.
TRUCK OPERATIONS—COMMON CARRIER									
W. L. Akins Transportation Co., Inc.	$	$	$	$	$	$	$ 2,500.00	$	$ 2,500.00
Bee Line Transfer	39,648.87	35,201.25	4,447.62	* 1,675.52	2,772.10	4,943.10		23.69	* 2,194.69
Brown Motor Freight & Boat Lines, Inc.	13,428.60	13,128.96	299.64		299.64	2,472.85	750.00	410.65	* 1,833.86
C. & H. Transfer Co.	17,001.58	9,784.25	7,217.33	* 2,174.22	5,043.11	1,553.84			3,489.27
Five Transportation Co.	119,721.69	98,571.66	21,150.03		21,150.03	14,184.71		1,466.26	5,499.06
Fogarty Brothers Transfer, Inc.	49,521.18	47,383.97	2,137.21	4,876.81	7,014.02	7,740.33	2,140.39	350.05	1,064.03
Green Brothers Transfer Co.	21,784.53	18,081.83	3,702.70		3,702.70	2,237.72		162.18	1,302.80
Highway Transportation Co.	2,401.37	1,831.30	570.07		570.07	527.84			42.23
Hunt Truck Line	54,451.52	41,996.63	12,454.89		12,454.89	8,318.74		447.62	3,688.53
Marshall Transfer Co.	3,767.71	3,081.16	686.55	2,478.77	3,165.32	576.15		187.20	2,401.97
Overseas Transportation Co., Inc.	112,929.35	97,720.72	15,208.63		15,208.63	9,097.26		523.08	5,588.29
Peters Truck Line	12,628.79	11,730.20	898.59		898.59	1,025.82			* 127.23
Pittman Truck Line	1,686.25	956.52	729.73		729.73	127.76			601.97
Star Truck Line, Inc.	28,593.38	24,554.86	4,038.52		4,038.52	4,232.11		190.85	* 384.44
Union Express Freight Co., Inc.	59,675.65	51,057.00	8,618.65		8,618.65	4,482.23		1,387.97	2,748.45
Total Truck Operations—Common Carrier	$ 537,240.47	$ 455,080.31	$ 82,160.16	$ 3,505.84	$ 85,666.00	$ 61,520.46	$ 5,390.39	$ 5,149.55	$ 24,386.38

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

INCOME ACCOUNT—ENTIRE LINE

(Gross revenues less than $100,000 annually)

NAME OF COMPANY OR OPERATOR	Auto Operating Revenues	Auto Operating Expenses	Net Revenue from Auto Operations	Net Revenue Affiliated or Auxiliary Operations	Net Operating Revenue	Auto Tax Accruals	Non-Operating Income	Income Deductions	Net Balance Carried to P. & L. Account
BUS OPERATIONS—COMMON CARRIER									
Clarke Motor Lines	$ 982.14	$ 1,740.74	$ * 758.60	$	$ * 758.60	$ 284.31	$	$ 14.00	$ 1,056.91
Clarke Motor Lines, Inc.	3,415.92	5,530.26	* 2,114.34		* 2,114.34	796.66			* 2,911.00
Gator Motor Lines, Inc.	20,145.95	18,013.30	2,132.65		2,132.65	3,946.55		508.86	* 2,322.76
Glades "K" Motor Lines	29,850.85	24,764.38	5,086.47		5,086.47	4,864.48		412.25	* 190.26
Gulf Coast Motor Lines, Inc.	21,385.36	17,927.80	3,457.56		3,457.56	2,836.30		506.34	114.92
Lee Coach Line	43,599.68	31,693.64	11,906.04		11,906.04	8,618.95		207.74	3,079.35
Mimai-Opalocka Bus Line, Inc.	3,890.21	5,925.82	* 2,035.61		* 2,035.61	653.99			* 2,689.60
J. O. Miller Bus Line	4,953.40	3,132.86	1,820.54		1,820.54	480.44		62.80	1,277.30
Monroeville Bus Co.	46,743.47	37,062.79	9,680.68		9,680.68	7,017.85		592.09	2,070.74
Orlando Transit Co.	8,499.75	5,632.89	2,866.86		2,866.86	1,293.07		1,704.17	* 130.88
Pass-a-Grille Beach Bus Line	20,660.85	15,566.28	5,094.57		5,094.57	3,503.49		200.00	1,391.08
Southern Tours, Inc.	20,470.50	16,981.75	3,488.75		3,488.75	2,021.02		2,714.01	* 1,246.28
Suwanee & Gulf Stages	471.98	426.81	45.17		45.17	76.12		7.20	* 38.15
West Florida Transportation Co.	4,997.74	3,059.96	1,937.78		1,937.78	1,648.17			289.61
Wise Motor Lines	5,650.48	3,814.89	1,835.59		1,835.59	1,680.15		78.45	76.99
Total Bus Operations—Common Carrier	$ 235,718.28	$ 191,274.17	$ 44,444.11	$	$ 44,444.11	$ 39,721.55	$	$ 7,007.91	$ * 2,285.35
COMBINATION BUS AND TRUCK OPERATIONS									
McJunkin, Wayne F.	$ 19,437.29	$ 14,881.50	$ 4,555.79	$	$ 4,555.79	$ 3,109.35	$	$ 320.94	$ 1,125.50
St. Andrews Bay Transportation Co.	88,479.05	66,245.87	22,233.18		22,233.18	20,470.33		717.59	1,045.26
University City Transfer Co., Inc.	39,890.71	31,541.62	8,349.09		8,349.09	6,406.95		396.19	1,545.95
Total Combination Bus and Truck Operations	$ 14,780.05	$ 112,668.99	$ 35,138.06	$	$ 35,138.06	$ 29,986.63	$	$ 1,434.72	$ 3,716.71

Asterisk indicates deficit or debit item.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

OPERATING REVENUES—ENTIRE LINE

(Gross revenues less than $100,000 annually)

NAME OF COMPANY OR OPERATOR	Passenger Revenue	Baggage Revenue	Special Chartered for Hire Bus Revenue	U.S. Mail (on Buses)	Express Revenue	Freight Revenue	Total Revenue from Transportation	Miscellaneous Operating Revenue	Total Revenue
TRUCK OPERATIONS—COMMON CARRIER									
W. L. Akins Transportation Co., Inc.	$	$	$	$	$	$	$	$	$
Bee Line Transfer						39,143.79	39,143.79	505.08	39,648.87
Brown Motor Freight & Boat Lines, Inc.						13,428.60	13,428.60		13,428.60
C. & H. Transfer Co.						16,772.30	16,772.30	229.28	17,001.58
Five Transportation Co.						119,582.23	119,582.23	139.46	119,721.69
Fogarty Brothers Transfer, Inc.						48,437.55	48,437.55	1,083.63	49,521.18
Green Brothers Transfer Co.						20,659.72	20,659.72	1,124.81	21,784.53
Highway Transportation						2,400.12	2,400.12	1.25	2,401.37
Hunt Truck Lines						53,110.34	53,110.34	1,341.18	54,451.52
Marshall Transfer Co., Inc.						3,724.90	3,724.90	42.81	3,767.71
Overseas Transportation Co.				8,674.98	3,897.82	98,656.56	111,229.36	1,699.99	112,929.35
Peters Truck Line						12,196.80	12,196.80	431.99	12,628.79
Pittman Truck Line						1,684.64	1,684.64	1.61	1,686.25
Star Truck Line, Inc.						28,267.97	28,267.97	325.41	28,593.38
Union Express Freight Co., Inc.						59,314.67	59,314.67	360.98	59,675.65
Total Truck Operations—COMMON CARRIER	$	$	$	$ 8,674.98	$ 3,897.82	$ 517,380.19	$ 529,952.99	$ 7,28 .48	$ 537,240.47

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

OPERATING REVENUES—ENTIRE LINE

(Gross revenues less than $100,000 annually)

NAME OF COMPANY OR OPERATOR	Passenger Revenue	Baggage Revenue	Special Chartered for Hire Bus Revenue	U.S. Mail (on Buses)	Express Revenue	Freight Revenue	Total Revenue from Transportation	Miscellaneous Operating Revenue	Total Revenue
BUS OPERATIONS — COMMON CARRIER									
Clarke Motor Lines	$ 944.31	$	$	$	$ 37.83	$	$ 982.14	$	$ 982.14
Clarke Motor Lines, Inc.	3,297.72				86.47		3,384.19	31.73	3,415.92
Gator Motor Lines, Inc.	18,072.57		1,097.92	799.98	152.40		20,122.87	23.08	20,145.95
Glades "K" Motor Lines	26,154.26				3,488.44		29,642.70	208.15	29,850.85
Gulf Coast Motor Lines, Inc.	17,995.60				3,389.76		21,385.36		21,385.36
Lee Coach Line	41,080.19			927.50	1,551.49		43,559.18	40.50	43,599.68
Miami-Opalocka Bus Line, Inc.	3,890.21						3,890.21		3,890.21
J. O. Miller Bus Line	4,794.44	158.96					4,953.40		4,953.40
Monroeville Bus Company	45,091.18		126.40		1,525.89		46,743.47		46,743.47
Orlando Transit Co.	8,499.75						8,499.75		8,499.75
Pass-a-Grille Beach Bus Line	20,650.85						20,650.85	10.00	20,660.85
Southern Tours, Inc.	20,470.50						20,470.50		20,470.50
Suwanee & Gulf Stages	200.00			259.98	12.00		471.98		471.98
West Florida Transportation Co.	4,972.69				25.05		4,997.74		4,997.74
Wise Motor Line	4,570.53			1,060.20	19.75		5,650.48		5,650.48
TOTAL BUS OPERATIONS — COMMON CARRIER	$ 220,684.80	$ 158.96	$ 1,224.32	$ 3,047.66	$ 10,289.08	$	$ 235,404.82	$ 313.46	$ 235,718.28
COMBINATION BUS AND TRUCK OPERATIONS									
McJunkin, Wayne F.	$ 8,223.17	$	$	$	$ 1,039.24	$ 10,174.88	$ 19,437.29	$	$ 19,437.29
St. Andrews Bay Transportation Co.	44,073.78	.25	83.20	6,264.05	2,154.42	35,404.46	87,980.16	498.89	88,479.05
University City Transfer Co., Inc.	114.15			860.02		38,632.62	39,606.79	283.92	39,890.71
Total Combination Bus and Truck Operations	$ 52,411.10	$ .25	$ 83.20	$ 7,124.07	$ 3,193.66	$ 84,211.96	$ 147,024.24	$ 782.81	$ 147,807.05

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

OPERATING EXPENSES—ENTIRE COMPANY

(Gross revenue less than $100,000 annually)

NAME OF COMPANY OR OPERATOR	Maintenance of Plant and Equipment	Operating Garage Expenses	Transportation Expenses	Traffic Expenses	Administrative and General Expenses	Total Operating Expenses
TRUCK OPERATIONS — COMMON CARRIER						
W. L. Akins Transportation Company, Inc.	$	$	$	$	$	$
Bee Line Transfer	4,933.91		15,472.55	738.58	14,056.21	35,201.25
Brown Motor Freight & Boat Lines, Inc.	3,366.44		6,424.55	134.81	3,203.16	13,128.96
C. & H. Transfer Company	642.30		7,603.35	120.00	1,418.60	9,784.25
Five Transportation Company	22,772.77		47,253.64	789.09	27,756.16	98,571.66
Fogarty Brothers Transfer, Inc.	8,465.99	1,334.29	21,044.99	1,462.16	15,076.54	47,383.97
Green Brothers Transfer Company	3,092.13		10,193.36	434.53	4,361.81	18,081.83
Highway Transportation Company	384.15		1,274.94	91.01	81.20	1,831.30
Hunt Truck Line	12,812.40		18,332.10	2,106.96	8,745.17	41,996.63
Marshall Transfer Company	375.28		1,588.46	19.80	1,097.62	3,081.16
Overseas Transportation Company, Inc.	16,219.97		55,998.06	1,230.31	24,272.38	97,720.72
Peters Truck Line	969.63		5,995.38		4,765.19	11,730.20
Pittman Truck Line	99.42		527.87		329.23	956.52
Star Truck Line, Inc.	4,206.77		15,562.10	1,069.93	3,716.06	24,554.86
Union Express Freight Company, Inc.	6,922.42		28,006.15	229.87	15,898.56	51,057.00
Total Truck Operations—Common Carrier	$ 85,263.58	$ 1,334.29	$ 235,277.50	$ 8,427.05	$ 124,777.89	$ 455,080.31

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

OPERATING EXPENSES—ENTIRE COMPANY

(Gross revenue less than $100,000 annually)

NAME OF COMPANY OR OPERATOR	Maintenance of Plant and Equipment	Operating Garage Expenses	Transportation Expenses	Traffic Expenses	Administrative and General Expenses	Total Operating Expenses
BUS OPERATIONS — COMMON CARRIER						
Clarke Motor Lines	$ 460.63	$	$ 670.06	$	$ 610.05	$ 1,740.74
Clarke Motor Lines, Inc.	1,645.89		1,879.93		2,004.44	5,530.26
Gator Motor Lines, Inc.	3,061.06		9,288.93	100.86	5,562.45	18,013.30
Glades "K" Motor Lines	7,748.63		8,345.82	510.07	8,159.86	24,764.38
Gulf Coast Motor Lines, Inc.	4,112.40		4,137.67	142.28	9,535.45	17,927.80
Lee Coach Line	5,078.31	3,623.59	12,921.97	212.11	9,857.66	31,693.64
Miami-Opalocka Bus Line, Inc.	1,612.90		2,599.09		1,713.83	5,925.82
J. O. Miller Bus Line	1,238.90		902.05	132.50	859.41	3,132.86
Monroeville Bus Company	12,212.02		15,123.24	557.92	9,169.61	37,062.79
Orlando Transit Company	1,089.07	465.38	3,347.62	45.60	685.22	5,632.89
Pass-a-Grille Beach Bus Line	4,317.15		8,589.86	234.72	2,424.55	15,566.28
Southern Tours, Inc.	2,932.94	846.12	4,548.83	3,540.64	5,113.22	16,981.75
Suwanee & Gulf Stages	111.97		268.90	10.00	35.94	426.81
West Florida Transportation Company	614.95		1,780.57		664.44	3,059.96
Wise Motor Line	875.06		2,347.87	24.00	567.96	3,814.89
Total Bus Operations—Common Carrier	$ 47,111.88	$ 4,935.09	$ 76,752.41	$ 5,510.70	$ 56,964.09	$ 191,274.17
COMBINATION BUS AND TRUCK OPERATIONS						
McJunkin, Wayne F.	$ 4,798.05	$	$ 5,057.42	$	$ 5,026.03	$ 14,881.50
St. Andrews Bay Transportation Company	25,205.53	1,467.27	31,957.35	1,568.89	6,046.83	66,245.87
University City Transfer Company, Inc.	4,732.85		18,245.73	740.31	7,822.73	31,541.62
Total Combination Bus and Truck Operations	$ 34,736.43	$ 1,467.27	$ 55,260.50	$ 2,309.20	$ 18,895.59	$ 112,668.99

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

TAXES ACCRUED AND PAID

(Gross revenue less than $100,000 annually)

NAME OF COMPANY OR OPERATOR	On Auto Transportation Property	On Property Used in Affiliated or Auxiliary Operations	Miscellaneous Physical Property	Total Accrued During Year	Total Paid During Year
TRUCK OPERATIONS — COMMON CARRIER					
W. L. Akins Transportation Co., Inc.	$	$	$	$	$
Bee Line Transfer	4,943.10	2,574.05		7,517.15	7,514.87
Brown Motor Freight & Boat Lines, Inc.	2,472.85		449.23	2,922.08	2,922.08
C. & H. Transfer Company	1,553.84	3,839.95		5,393.79	5,151.90
Five Transportation Company	14,184.71			14,184.71	14,184.71
Fogarty Brothers Transfer, Inc.	7,740.33	1,820.06	1,089.05	10,649.44	10,285.15
Green Brothers Transfer Company	2,237.72			2,237.72	1,993.47
Highway Transportation Company	527.84			527.84	527.84
Hunt Truck Line	8,318.74			8,318.74	7,985.13
Marshall Transfer Company	576.15	340.66		916.81	935.97
Overseas Transportation Company, Inc.	9,097.26			9,097.26	9,444.96
Peters Truck Line	1,025.82			1,025.82	1,025.82
Pittman Truck Line	127.76			127.76	340.25
Star Truck Line, Inc.	4,232.11			4,232.11	4,876.35
Union Express Freight Company, Inc.	4,482.23			4,482.23	5,091.10
Total Truck Operations—Common Carrier	$ 61,520.46	$ 8,574.72	$ 1,538.28	$ 71,633.46	$ 72,279.60

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

TAXES ACCRUED AND PAID

(Gross revenue less than $100,000 annually)

NAME OF COMPANY OR OPERATOR	On Auto Transportation Property	On Property Used in Affiliated or Auxiliary Operations	Miscellaneous Physical Property	Total Accrued During Year	Total Paid During Year
BUS OPERATIONS—COMMON CARRIER					
Clarke Motor Lines	$ 284.31	$	$	$ 284.31	$ 467.41
Clarke Motor Lines, Inc.	796.66			796.66	787.11
Gator Motor Lines, Inc.	3,946.55			3,946.55	3,532.65
Glades "K" Motor Lines	4,864.48			4,864.48	5,014.59
Gulf Coast Motor Lines, Inc.	2,836.30			2,836.30	2,836.30
Lee Coach Line	8,618.95			8,618.95	8,642.51
Miami-Opalocka Bus Line, Inc.	653.99			653.99	653.99
J. O. Miller Bus Line	480.44			480.44	480.44
Monroeville Bus Company	7,017.85			7,017.85	8,202.02
Orlando Transit Company	1,293.07		11,709.62	13,002.69	14,045.40
Pass-a-Grille Beach Bus Line	3,503.49			3,503.49	3,503.49
Southern Tours, Inc.	2,021.02			2,021.02	2,105.52
Suwanee & Gulf Stages	76.12			76.12	54.34
West Florida Transportation Company	1,648.17			1,648.17	1,648.17
Wise Motor Line	1,680.15			1,680.15	1,680.15
Total Bus Operations—Common Carrier	$ 39,721.55	$	$ 11,709.62	$ 51,431.17	$ 53,654.09
COMBINATION BUS AND TRUCK OPERATIONS					
McJunkin, Wayne F.	$ 3,109.35	$	$	$ 3,109.35	$ 3,112.15
St. Andrews Bay Transportation Company	20,470.33			20,470.33	21,051.98
University City Transfer Company, Inc.	6,406.95			6,406.95	6,634.24
Total Combination Bus and Truck Operations	$ 29,986.63	$	$	$ 29,986.63	$ 30,798.37

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—ENTIRE LINE

(Gross revenues less than $100,000 annually)

NAME OF COMPANY OR OPERATOR	Average Miles of Road Operated	REVENUE MILES		TONS REVENUE FREIGHT CARRIED
		Freight, Express and Mail Trucks	Truck Trailers	
TRUCK OPERATIONS—COMMON CARRIER				
W. L. Akins Transportation Company, Inc.				
Bee Line Transfer	28	88,560		11,767
Brown Motor Freight & Boat Lines, Inc.	113	69,900		2,364
C. & H. Transfer Company	23	45,704		2,203
Five Transportation Company	677	558,782		12,408
Fogarty Brothers Transfer, Inc.	56	137,788	32,229	7,398
Green Brothers Transfer Company	28	34,844		3,316
Highway Transportation Company	53	16,485		293
Hunt Truck Line	300	176,067		7,448
Marshall Transfer Company	23	14,444		508
Overseas Transportation Company, Inc.	201	283,074	283,074	9,196
Peters Truck Line	37	41,884		1,620
Pittman Truck Line	158	7,618		154
Star Truck Line, Inc.	469	130,627		4,280
Union Express Freight Company, Inc.	195	284,535		9,326
Total Truck Operations—Common Carrier	2,361	1,890,312	315,303	72,281

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—ENTIRE LINE

(Gross revenues less than $100,000 annually)

NAME OF COMPANY OR OPERATOR	Average Miles of Road Operated	REVENUE MILES				REVENUE PASSENGERS CARRIED		Tons Revenue Freight Carried
		PASSENGER BUSSES		Freight Express and Mail Trucks	Truck Trailers	Regular Tariff Rate	Excursion or Special Rates	
		Regular Service	Excursion or Special					
BUS OPERATIONS—COMMON CARRIER								
Clarke Motor Lines	100	9,100				2,497		
Clarke Motor Lines, Inc.	60	60,980				9,193		
Gator Motor Lines, Inc.	218	240,624	5,052			18,470	685	
Glades "K" Motor Lines	304	266,083				27,691		
Gulf Coast Motor Lines, Inc.	37	121,421				35,831		
Lee Coach Line	324	534,771				58,953		
Miami-Opalocka Bus Line, Inc.	13	46,069				22,967	320	
J. O. Miller Bus Line	18	29,632				10,597		
Monroeville Bus Company	406	332,940				78,913		
Orlando Transit Company	15	45,434				42,498		
Pass-a-Grille Beach Bus Line	31	186,478				134,938		
Southern Tours, Inc.		80,193	2,308			5,056	295	
Suwanee & Gulf Stages	38	6,116				400		
West Florida Transportation Company	66	84,888				9,087		
Wise Motor Line	60	87,162				6,987		
Total Bus Operations—Common Carrier	1,690	2,131,891	7,360			464,078	1,300	
COMBINATION BUS AND TRUCK OPERATIONS								
McJunkin, Wayne F.	66	72,716		20,394		17,611		1,138
St. Andrews Bay Transportation Company	419	428,058	416	275,818		90,096		5,126
University City Transfer Company, Inc.	388	22,788		127,288		269		4,360
Total Combination Bus and Truck Operations	873	523,562	416	423,500		107,976		10,624

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

GENERAL BALANCE SHEET—ENTIRE LINE

(Gross Revenue $100,000.00 or More Annually)

NAME OF ACCOUNT	BUS OPERATIONS					
	Atlantic Greyhound Corporation	Florida Motor Lines Corporation	Georgia Stages, Inc.	Southeastern Greyhound Lines	Teche Lines, Incorporated	Union Bus Company
ASSETS						
Current Assets	$ 1,202,072.93	$ 255,287.30	$ 57,763.28	$ 1,025,902.47	$ 399,135.23	$ 304,121.07
Carrier operating property	5,247,352.04	1,410,117.10	284,175.77	2,910,168.10	1,859,281.97	606,648.41
Reserve for depreciation and amortization	2,511,415.39	642,819.69	100,010.31	1,328,098.67	580,617.97	280,992.07
Non carrier operating property						
Reserve for depreciation and amortization						
Non operating property		46,400.00			137,000.00	
Reserve for depreciation and amortization		23,782.91			13,620.63	
Organization, franchises and permits	35,718.37	980.78		46,263.43		
Reserve for amortization	1,879.24					
Other intangible property	3,283,068.55	714,313.93	105,454.81	2,818,387.26	494,788.48	257,323.07
Reserve for amortization	195,419.75				29,664.00	
Investment advances—Associated companies	303,985.84	24,599.31	9,000.00	160,243.77	17,280.00	31,893.00
Other investments and advances	52,375.97	11,157.06	2,458.35	775.00	20,292.97	24,080.00
Special funds					11,000.00	
Deferred debits	166,528.87	41,441.56	10,882.38	61,146.81	69,965.95	688.52
Miscellaneous debit items				10,008.48		
Total Assets	$ 7,582,388.19	$ 1,837,694.44	$ 369,724.28	$ 5,704,796.65	$ 2,364,842.00	$ 943,762.00
Contingent assets						

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross Revenue $100,000.00 or More Annually)

NAME OF ACCOUNT	BUS OPERATIONS					
	Atlantic Greyhound Corporation	Florida Motor Lines Corporation	Georgia Stages, Inc.	Southeastern Greyhound Lines	Teche Lines, Incorporated	Union Bus Company
LIABILITIES						
Current liabilities	$ 899,015.26	$ 318,796.45	$ 55,657.72	$ 759,311.28	$ 527,256.66	$ 86,298.68
Advances payable—Associated companies	218,570.81					
Equipment obligations	873,658.70		78,000.00	525,459.25	499,049.29	
Other long-term obligations		15,000.00	35,911.27	87,200.26		2,361.00
Deferred credits		2,191.29	435.14	6,204.19		17.10
Reserves—Insurance, injuries, loss and damage, etc.				45,620.79	2,100.00	40,859.07
Preferred capital stock	1,700,900.00			762,840.00		
Common capital stock	719,153.85	683,220.00	157,720.00	999,200.00	278,972.00	500,000.00
Premiums and assessments on capital stock				381,800.00		
Unearned surplus	63,712.24				24,781.79	
Earned surplus	3,107,377.33	818,486.70	42,000.15	2,137,160.88	1,032,682.6	314,226.15
Total Liabilities	$ 7,582,388.19	$ 1,837,694.44	$ 369,724.28	$ 5,704,796.65	$ 2,364,842.00	$ 943,762.00
Contingent Liabilities	Indeterminable			$ 570,000.00	Indeterminal le	

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross revenue $100,000 or more annually)

NAME OF ACCOUNT	TRUCK OPERATIONS							BUS & TRUCK OPERATIONS
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	L. & L. Freight Lines, Inc.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
ASSETS								
Current assets	$ 77,999.97	$ 59,438.53	$ 88,258.56	$ 122,118.83	$ 40,292.87	$ 49,960.31	$ 97,776.20	$ 54,194.69
Carrier operating property	163,550.32	165,833.66	204,008.98	508,835.86	154,785.53	135,730.40	60,280.48	320,248.30
Reserve for depreciation and amortization	55,448.28	69,597.56	75,195.37	172,995.03	78,063.48	53,807.43	22,356.15	188,341.90
Non carrier operating property							207,545.23	
Reserve for depreciation and amortization							87,721.00	
Non operating property					2,201.35		3,075.30	
Reserve for depreciation and amortization								
Organization, franchises and permits	2,419.93		10,195.36	393.22	538.50	15,131.36		
Reserve for amortization								
Other intangible property	8,018.85	28,226.24		40,721.87	2,607.50		36,900.00	68,295.38
Reserve for amortization					460.75			
Investment advances—Associated companies								
Other investments and advances								
Special funds				9,224.04				
Deferred debits	18,080.35	6,020.04	61,274.83	35,020.51	6,889.03	45,899.06	13,878.13	13,630.51
Miscellaneous debit items								
Total Assets	$ 214,621.14	$ 189,920.91	$ 288,542.36	$ 543,319.30	$ 128,790.55	$ 192,913.70	$ 309,378.19	$ 268,026.98
Contingent assets								

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

GENERAL BALANCE SHEET—ENTIRE COMPANY

(Gross revenue $100,000 or more annually)

NAME OF ACCOUNT	TRUCK OPERATIONS							BUS & TRUCK OPERATIONS
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	L. & L. Freight Lines, Inc.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
Current liabilities	$ 98,353.09	$ 34,404.20	$ 85,742.25	$ 57,273.19	$ 63,595.41	$ 62,990.70	$ 76,372.46	$ 85,774.33
Advances payable—Associated companies						4,000.00		671,660.27
Equipment obligations	43,096.71	35,637.06	48,842.56	53,314.77		19,298.59	25,000.00	79,453.06
Other long-term obligations	2,770.00		23,345.25	138,000.00			31,212.96	
Deferred credits			593.22				927.05	
Reserves—Insurance, injuries, loss and damage, etc.				1,876.38		1,513.67		368.26
Preferred capital stock	27,050.00			4,147.00		30,000.00	24,600.00	
Common capital stock	10,000.00	80,000.00	94,250.00	163,841.50	5,000.00	20,000.00	9,888.00	13,000.00
Premiums and assessments on capital stock	5,325.00						84,879.08	
Unearned surplus			22,483.20	472.28	37,887.48	63,304.55		
Earned surplus	28,026.34	39,879.65	13,285.88	124,394.18	22,307.66	* 8,193.81	56,498.64	* 582,228.94
Total Liabilities	$ 214,621.14	$ 189,920.91	$ 288,542.36	$ 543,319.30	$ 128,790.55	$ 192,913.70	$ 309,378.19	$ 268,026.98
Contingent Liabilities								

Asterisk indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

UNEARNED AND EARNED SURPLUS—ENTIRE COMPANY

(Gross Revenue $100,000.00 or More Annually)

NAME OF ACCOUNT	BUS OPERATIONS					
	Atlantic Greyhound Corporation	Florida Motor Lines Corporation	Georgia Stages, Inc.	Southeastern Greyhound Lines	Teche Lines, Incorporated	Union Bus Company
UNEARNED SURPLUS						
Balance at beginning of year	$ 63,712.24	$	$	$	$ 24,781.29	$
Additions during year						
Deductions during year						
Balance at close of year	$ 63,712.24	$	$	$	$ 24,781.29	$
EARNED SURPLUS						
Earned surplus or deficit at beginning of year	$ 3,030,872.98	$ 700,472.55	$ 22,755.29	$ 1,948,608.54	$ 873,148.97	$ 268,262.57
Surplus credits applicable to prior years			441.39			
Credit balance transferred from income account	682,872.35	391,302.15	40,288.47	548,855.42	609,334.58	132,377.28
Other credits to surplus			100.00		8,679.21	
Total Credits to Surplus	$ 3,713,745.33	$ 1,091,774.70	$ 63,585.15	$ 2,497,463.96	$ 1,491,162.76	$ 400,639.85
Surplus debits applicable to prior years	$	$	$	$	$	$
Dividend appropriations	606,368.00	273,288.00	21,585.00	345,536.22	458,480.00	65,000.00
Appropriations to reserve						21,413.70
Other debits to surplus				14,766.86		
Total Debits to Surplus	$ 606,368.00	$ 273,288.00	$ 21,585.00	$ 360,303.08	$ 458,480.00	$ 86,413.70
Earned Surplus or Deficit at close of year	$ 3,107,377.33	$ 818,486.70	$ 42,000.15	$ 2,137,160.88	$ 1,032,682.76	$ 314,226.15

STATISTICS OF AUTO TRANSPORTATION COMPANIE—SCALENDAR YEAR 1940
UNEARNED AND EARNED SURPLUS—ENTIRE COMPANY
(Gross revenue $100,000 or more annually)

NAME OF ACCOUNT	TRUCK OPERATIONS							BUS & TRUCK OPERATIONS
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	L. & L. Freight Lines, Inc.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
UNEARNED SURPLUS								
Balance at beginning of year	$	$	$ 63,304.55	$ 472.28	$	$ 63,304.55	$	$
Additions during year			282,383.43		37,887.48			
Deductions during year			323,204.78					
Balance at close of year			$ 22,483.20	$ 472.28	$ 37,887.48	$ 63,304.55	$	$
EARNED SURPLUS								
Earned surplus or deficit at beginning of year	$ 14,732.21	$ 24,044.92	$ * 8,193.81	$ 87,081.64	$ 1,698.01	$ *15,564.15	$ 54,860.97	$ * 603,803.99
Surplus credits applicable to prior years	1,786.68		1,460.85	392.76				
Credit balance transferred from income account	17,391.18	20,634.73	14,059.32	38,885.96	22,187.90	7,370.34	1,637.67	24,414.23
Other credits to surplus	868.32		8,193.81					
Total Credits to Surplus	$ 34,778.39	$ 44,679.65	$ 15,520.17	$ 126,360.36	$ 23,885.91	$ * 8,193.81	$ 56,498.64	$ * 579,389.76
Surplus debits applicable to prior years	$ 5,310.05	$	$ 2,234.29	$ 1,966.18	$	$	$	$ 2,839.18
Dividend appropriations	1,359.00	4,800.00						
Appropriations to reserves								
Other debits to surplus	83.00				1,578.25			
Total Debits to Surplus	$ 6,752.05	$ 4,800.00	$ 2,234.29	$ 1,966.18	$ 1,578.25	$	$	$ 2,839.18
Earned Surplus or Deficit at close of year	$ 28,026.34	$ 39,879.65	$ 13,285.88	$ 124,394.18	$ 22,307.66	$ * 8,193.81	$ 56,498.64	$ * 582,228.94

Asterisk indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

INCOME ACCOUNT—ENTIRE COMPANY

(Gross Revenue $100,000.00 or More Annually)

NAME OF ACCOUNT	BUS OPERATIONS					
	Atlantic Greyhound Corporation	Florida Motor Lines Corporation	Georgia Stages, Inc.	Southeastern Greyhound Lines	Teche Lines, Incorporated	Union Bus Company
REVENUES						
Operating revenues	$ 7,267,582.79	$ 2,297,542.19	$ 437,276.67	$ 4,548,449.11	$ 2,805,872.48	$ 1,042,008.30
EXPENSES						
Operation and maintenance expenses	$ 4,502,978.66	$ 1,240,333.59	$ 269,210.55	$ 2,667,783.62	$ 1,297,731.06	$ 619,929.42
Depreciation expense	585,296.97	174,566.98	47,667.94	370,165.12	187,190.72	72,991.93
Amortization chargeable to operations		5,965.68	10,850.03			
Operating taxes and licenses	870,388.25	312,672.72	46,082.09	643,906.12	306,005.41	132,666.04
Operating rents—Net	302,497.32	53,197.51	4,222.52	90,884.71	91,804.25	15,894.72
Total expenses	$ 6,261,161.20	$ 1,786,736.48	$ 378,033.13	$ 3,772,739.57	$ 1,882,731.44	$ 841,482.11
Net Operating Revenues	$ 1,006,421.59	$ 510,805.71	$ 59,243.54	$ 775,709.54	$ 923,141.04	$ 200,526.19
Rent for lease of carrier property—Debit	11,434.63					
Rent from lease of carrier property—Credit	7,905.52					
Net carrier operating income	$ 1,002,892.47	$ 510,805.71	$ 59,243.54	$ 775,709.54	$ 923,141.04	$ 200,526.19
Other income	34,756.74	723.75	785.99	700.46	* 1,278.43	3,631.96
Gross income	$ 1,037,649.22	$ 511,529.46	$ 60,029.53	$ 776,410.00	921,862.61	204,158.15
Income deductions	93,774.60	2,874.90	4,456.38	21,209.86	22,301.91	4,770.73
Net income before income taxes	$ 943,874.62	$ 508,654.56	$ 55,573.15	$ 755,200.14	$ 899,560.70	$ 199,387.42
Provision for income taxes	261,002.27	117,352.41	15,284.68	206,344.72	290,226.12	67,010.14
Net Income transferred to Earned Surplus	$ 682,872.35	$ 391,302.15	$ 40,288.47	$ 548,855.42	$ 609,334.58	$ 132,377.28

Asterisk indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

INCOME ACCOUNT—ENTIRE COMPANY

(Gross Revenue $100,000.00 or More Annually)

NAME OF ACCOUNT	TRUCK OPERATIONS							BUS & TRUCK OPERATIONS
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	L. & L. Freight Lines, Inc.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
REVENUES								
Operating revenues	$ 491,972.76	$ 645,535.38	$ 516,571.51	$1,330,765.48	$ 523,404.48	$ 310,831.81	$ 245,083.01	$ 574,045.41
EXPENSES								
Operation and maintenance expenses	$ 370,692.06	$ 488,026.50	$ 388,116.07	$1,039,093.21	$ 415,772.88	$ 237,015.64	$ 197,513.63	$ 402,910.64
Depreciation expense	27,240.44	29,925.29	20,486.95	42,998.65	14,942.70	11,307.64	13,580.61	30,866.98
Amortization chargeable to operations					260.75	155.50		
Operating taxes and licenses	56,116.08	84,481.48	73,862.39	174,955.25	57,744.60	43,888.89	31,673.04	90,722.63
Operating rents—Net	8,659.98	15,590.20	14,904.87	6,181.29	8,807.50	4,729.25	3,951.00	11,347.55
Total Expenses	$ 462,708.56	$ 618,023.47	$ 497,370.28	$1,263,228.40	$ 497,528.43	$ 297,096.92	$ 246,718.28	$ 535,847.80
Net carrier Operating Revenues	$ 29,264.20	$ 27,511.91	$ 19,201.23	$ 67,537.08	$ 25,876.05	$ 13,734.89	$ * 1,635.27	$ 38,197.61
Rent for lease of carrier property—Debit						2,500.00		
Rent from lease of carrier property—Credit								
Net Operating Income	$ 29,264.20	$ 27,511.91	$ 19,201.23	$ 67,537.08	$ 25,876.05	$ 11,234.89	$ * 1,635.27	$ 38,197.61
Other income	1,000.00	280.00			168.37		6,231.75	
Gross Income	$ 30,264.20	$ 27,791.91	$ 19,201.23	$ 67,537.08	$ 26,044.42	$ 11,234.89	$ 4,596.48	$ 38,197.61
Income deductions	8,273.02	3,053.62	3,049.73	13,160.62	3,463.06	1,725.71	2,276.51	7,345.13
Net Income before Income Taxes	$ 21,991.18	$ 24,738.29	$ 16,151.50	$ 54,376.46	$ 22,581.36	$ 9,509.18	$ 2,319.97	$ 30,852.48
Provision for income taxes	4,600.00	4,103.56	2,092.18	15,490.50	393.46	2,138.84	682.30	6,438.25
Net Income transferred to Earned Surplus	$ 17,391.18	$ 20,634.73	$ 14,059.32	$ 38,885.96	$ 22,187.90	$ 7,370.34	$ 1,637.67	$ 24,414.23

Asterisk indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY

(Gross Revenue $100,000.00 or More Annually)

NAME OF COMPANY	BUS OPERATIONS					
	Atlantic Greyhound Corporation	Florida Motor Lines Corporation	Georgia Stages, Inc.	Southeastern Greyhound Lines	Teche Lines, Incorporated	Union Bus Company
OPERATING REVENUES						
Freight revenue—Common carrier	$	$	$	$	$	$
Passenger revenue	6,980,876.79	2,138,525.91	420,695.13	4,401,823.84	2,638,177.07	1,010,305.14
Special bus revenue	92,882.37	57,763.92	5,429.50	39,679.00	32,972.00	6,759.36
Baggage revenue	718.81	1,280.16		689.37	487.40	106.63
Mail revenue	2,400.98	1,341.49	1,188.12	1,253.35	3,755.69	
Express revenue	59,461.47	62,561.48	7,001.29	58,570.40	62,769.84	9,636.58
Newspaper revenue	27,660.94	12,074.60	2,272.87	28,942.90	25,028.30	5,848.12
Miscellaneous station revenue	103,581.43	23,994.63	689.76	17,490.25	42,682.18	9,352.47
Miscellaneous terminal revenue						
Other operating revenue						
Total Operating Revenue	$ 7,267,582.79	$ 2,297,542.19	$ 437,276.67	$ 4,548,449.11	$ 2,805,872.48	$ 1,042,008.30
OPERATING EXPENSES						
Equipment maintenance and garage expense	$ 1,030,504.75	$ 274,162.48	$ 68,598.40	$ 748,128.14	$ 300,656.17	$ 148,564.74
Transportation expense	1,631,847.72	474,745.99	99,893.28	947,524.53	453,875.98	203,403.11
Station expense	664,117.11	186,293.94	43,317.90	417,077.27	207,020.85	109,407.18
Terminal expense						
Traffic, solicitation and advertising expense	278,804.66	92,307.31	14,877.98	143,609.63	73,166.56	34,005.17
Sales, tariff, and advertising expense						
Insurance and safety expense	507,006.04	69,618.60	21,092.49	171,796.44	112,264.66	37,654.61
Administrative and general expense	390,698.38	143,205.27	21,430.50	239,647.61	150,746.84	86,894.61
Total Operating Expense	$ 4,502,978.66	$ 1,240,333.59	$ 269,210.55	$ 2,667,783.62	$ 1,297,731.06	$ 619,929.42

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY

(Gross revenue $100,000 or more annually)

NAME OF COMPANY	TRUCK OPERATIONS							BUS & TRUCK OPERATIONS
	Acme Freight Lines, Inc	Central Truck Lines, Inc.	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	L. & L. Freight Lines, Inc.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
OPERATING REVENUES								
Freight revenue—Common carrier	$ 491,675.74	$ 645,023.42	$ 515,359.61	$1,330,266.30	$ 522,730.80	$ 309,688.15	$ 243,323.83	$ 262,305.61
Passenger revenue								291,101.81
Special bus revenue								8,114.93
Baggage revenue								
Mail revenue								
Express revenue								8,041.85
Newspaper revenue								3,687.14
Miscellaneous station revenue								
Miscellaneous terminal revenue	261.90		433.77	499.18	673.68	175.26	1,759.18	
Other operating revenue	35.12	511.96	778.13			968.40		794.07
Total Operating Revenue	$ 491,972.76	$ 645,535.38	$ 516,571.51	$1,330,765.48	$ 523,404.48	$ 310,831.81	$ 245,083.01	$ 574,045.41
OPERATING EXPENSES								
Equipment maintenance and garage expense	$ 67,753.48	$ 84,261.68	$ 59,682.88	$ 189,297.74	$ 79,181.85	$ 39,296.99	$ 34,075.10	$ 89,446.85
Transportation expense	75,225.11	133,610.06	85,846.24	246,550.90	83,889.11	55,932.02	26,662.62	103,029.04
Station expense								33,870.24
Terminal expense	117,816.66	159,461.78	139,681.11	377,263.21	133,317.65	75,841.69	87,602.97	77,145.56
Traffic, solicitation and advertising expense								21,777.93
Sales, tariff, and advertising expense	37,708.09	34,618.20	24,962.84	54,507.72	24,958.43	15,945.14	9,260.53	8,720.52
Insurance and safety expense	27,321.16	34,388.88	42,073.13	72,209.34	40,086.94	27,650.12	19,413.70	30,396.04
Administrative and general expense	44,867.56	41,685.90	35,869.87	99,264.30	54,338.90	22,349.68	20,498.71	38,524.46
Total Operating Expense	$ 370,692.06	$ 488,026.50	$ 388,116.07	$1,039,093.21	$ 415,772.88	$ 237,015.64	$ 197,513.63	$ 402,910.64

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

OPERATING TAXES AND LICENSES—ENTIRE LINE

(Gross Revenue $100,000.00 or More Annually)

KIND OF TAX	BUS OPERATIONS					
	Atlantic Greyhound Corporation	Florida Motor Lines Corporation	Georgia Stages, Inc.	Southeastern Greyhound Lines	Teche Lines, Incorporated	Union Bus Company
Gasoline, other fuel and lubricating oil	$ 315,168.56	$ 138,373.64	$ 26,549.80	$ 265,961.20	$ 118,239.91	$ 63,878.44
Public utility taxes and licenses	326,495.95	137,736.70	12,505.62	241,136.60	111,882.65	51,737.79
Other licenses	1,483.29		32.30	3,192.58	2,831.25	11.40
Corporation taxes	2,372.29		206.50	5,833.27	2,964.53	284.13
Real estate and personal property taxes or gross receipts taxes	36,273.18	6,769.36	1,039.38	67,386.03	7,263.77	1,490.88
Social security taxes	70,333.34	21,918.09	4,997.47	46,755.57	26,144.28	10,555.47
Federal and state capital stock and stock transfer taxes	20,112.05	7,449.50	518.04	10,887.64	12,412.90	4,378.70
Federal excise taxes	98,149.59	417.63	232.98	768.72	23,995.01	281.17
Other taxes—mileage, documentary, state excise, use, franchise, intangible property, etc.		7.80		1,984.51	271.11	47.96
Total Operating Taxes and Licenses	$ 870,388.25	$ 312,672.72	$ 46,082.09	$ 643,906.12	$ 306,005.41	$ 132,666.04
PROVISION FOR INCOME TAXES						
Federal income tax	$ 224,932.97	$ 117,352.41	$ 12,722.67	$ 191,089.34	$ 208,815.70	$ 60,750.72
Federal Excess Profits Tax					33,716.89	
State income taxes	36,069.30		2,562.01	15,255.38	47,693.53	6,259.42
Total Provision for Income Taxes	$ 261,002.27	$ 117,352.41	$ 15,284.68	$ 206,344.72	$ 290,226.12	$ 67,010.14

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

OPERATING TAXES AND LICENSES—ENTIRE LINE

(Gross Revenue $100,000.00 or More Annually)

KIND OF TAX	TRUCK OPERATIONS							BUS & TRUCK OPERATIONS
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	L. & L. Freight Lines, Inc.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
Gasoline, other fuel and lubricating oil	$ 25,882.58	$ 37,699.36	$ 34,453.45	$ 84,586.22	$ 32,353.40	$ 21,059.17	$ 8,863.12	$ 41,026.32
Public utility taxes and licenses	21,994.23	33,576.38	30,652.32	35,044.20	2,505.10	10,217.93		41,019.59
Other licenses	60.06			34,001.86	13,600.39	7,700.87	16,507.76	
Corporation taxes								
Real estate and personal property taxes or gross receipts taxes	173.04	257.01	213.16		726.98	46.06	1,205.72	413.24
Social security taxes	7,397.29	12,339.14	7,775.76	20,495.77	7,924.23	4,526.01	4,651.32	7,172.91
Federal and State capital stock and stock transfer taxes	110.50	355.99	462.96	440.00	362.00	166.65		593.04
Federal excise taxes	498.38	253.60	253.34	387.20	272.50	172.20		497.53
Other taxes—Mileage, documentary, state excise, use, franchise, intangible property, etc.			51.40				445.12	
Total Operating Taxes and Licenses	$ 56,116.08	$ 84,481.48	$ 73,862.39	$ 174,955.25	$ 57,744.60	$ 43,888.89	$ 31,673.04	$ 90,722.63
PROVISION FOR INCOME TAXES								
Federal income tax	$ 3,500.00	$ 4,103.56	$ 2,092.18	$ 13,450.43	$ 195.75	$ 2,138.84	$ 682.30	$ 6,438.25
Federal excess profits tax	1,100.00			356.68				
State income taxes				1,683.39	197.71			
Total Provision for Income Taxes	$ 4,600.00	$ 4,103.56	$ 2,092.18	$ 15,490.50	$ 393.46	$ 2,138.84	$ 682.30	$ 6,438.25

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

OPERATING STATISTICS—ENTIRE LINE

(Gross Revenue $100,000.00 or More Annually)

ITEM	BUS OPERATIONS					
	Atlantic Greyhound Corporation	Florida Motor Lines Corporation	Georgia Stages, Inc.	Southeastern Greyhound Lines	Teche Lines, Incorporated	Union Bus Company
Busses operated in inter-city common carrier service (regular routes)—						
Number of vehicles (owned equipment)	282	82	38	198	109	37
Number of vehicles (leased equipment)	7	10	----	----	4	----
Miles operated (including non-revenue):						
Owned equipment	28,194,222	9,114,279	2,625,098	17,919,103	9,226,213	4,266,412
Leased equipment	427,874	37,874	----	299,508	335,342	----
Busses operated exclusively in irregular inter-city service (special, including charter)	----	2	----	----	----	----
Bus-miles operated in irregular inter-city service (special including charter or sightseeing)	274,817	191,540	22,083	----	82,792	16,330
Number of inter-city revenue passengers carried—						
Regular route	7,272,973	1,675,259	771,754	5,499,616	2,721,925	969,612
Special service, as above	25,359	40,399	1,655	18,930	19,807	1,480
Number of inter-city passengers carried free (including employees)	31,814	7,913	3,154	42,048	10,857	4,102
Total number of passengers carried	7,330,146	1,723,571	776,563	5,560,594	2,752,589	975,194
Number of regular route inter-city passenger miles	531,523,283	N.A.	N.A.	338,601,833	183,918,937	79,850,839
Passenger revenue from—						
Regular route inter-city service	$ 6,980,876.79	$ 2,117,657.31	$ 420,695.13	$ 4,401,823.84	$ 2,638,177.07	$ 1,010,305.14
Local service	----	----	----	----	----	----
Special inter-city service	92,882.37	78,632.52	5,429.50	39,679.00	32,972.00	6,759.36
Total Passenger Service	$ 7,073,759.16	$ 2,196,289.83	$ 426,124.63	$ 4,441,502.84	$ 2,671,149.07	$ 1,017,064.50

N.A.–Indicates Not Available.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

OPERATING STATISTICS—ENTIRE LINE

(Gross Revenue $100,000.00 or More Annually)

ITEM	BUS OPERATIONS					
	Atlantic Greyhound Corporation	Florida Motor Lines Corporation	Georgia Stages, Inc.	Southeastern Greyhound Lines	Teche Lines, Incorporated	Union Bus Company
COMMON CARRIER ONLY—MILES OPERATED (INCLUDING NON-REVENUE)						
Owned trucks operated in inter-city service						
Owned tractors operated in inter-city service						
Combination bus-truck vehicles in inter-city service						
Total Owned Vehicles						
Leased trucks in inter-city operation						
Leased tractors in inter-city operation						
Total Leased Vehicles (including purchased transportation)						
HOURS OPERATED—COMMON CARRIER ONLY						
Used exclusively in pick-up and delivery and other local service—						
Owned vehicles						
Leased vehicles						
Tons of revenue freight carried in inter-city service						
Ton-miles in inter-city revenue freight carried						
Freight revenue from intercity service, including pick-up and delivery if provided for in line-haul rate						
Revenue from local service						
Total Freight Revenue						

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

OPERATING STATISTICS—ENTIRE LINE

(Gross Revenue $100,000.00 or More Annually)

ITEM	TRUCK OPERATIONS							BUS & TRUCK OPERATIONS
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	L. & L. Freight Lines, Inc.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
Busses operated in inter-city common carrier service (regular routes)—								
Number of vehicles (owned equipment)								23
Number of vehicles (leased equipment)								18
Miles operated (including non-revenue)—								
Owned equipment								1,427,949
Leased equipment								2,325
Busses operated exclusively in irregular inter-city service (special, including charter)								
Bus-miles operated in irregular inter-city service (special including charter or sight-seeing)								26,760
Number of inter-city revenue passengers carried—								
Regular route								299,132
Special service, as above								11,666
Number of inter-city passengers carried free (including employees)								1,249
Total number of passengers carried								312,047
Number of regular route inter-city passenger miles								N.A.
Passenger revenue from—								
Regular route inter-city service								$ 291,101.81
Local service								
Special inter-city service								8,114.93
Total Passenger Service								$ 299,216.74

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1940

OPERATING STATISTICS—ENTIRE LINE

(Gross Revenue $100,000.00 or More Annually)

ITEM	TRUCK OPERATIONS							BUS & TRUCK OPERATIONS
	Acme Freight Lines, Inc.	Central Truck Lines, Inc.	Flamingo Truck Lines, Inc.	Great Southern Trucking Co.	K. & L. Transportation Co., Inc.	L. & L. Freight Lines, Inc.	St. Johns River Line Company	Tamiami Trail Tours, Inc.
COMMON CARRIER ONLY — MILES OPERATED (INCLUDING NON-REVENUE)								
Owned trucks operated inter-city service	10,861	150,000	299,702	----------	----------	221,555	206,412	42,564
Owned tractors operated in inter-city service	2,247,572	2,546,509	2,123,312	6,118,067	2,403,626	1,226,713	659,614	923,133
Combination bus-truck vehicles in inter-city service	----------	----------	----------	----------	----------	----------	----------	----------
Total Owned Vehicles	2,258,438	2,696,509	2,423,014	6,118,067	2,403,626	1,448,268	866,026	965,697
Leased trucks in inter-city operation	----------	----------	54,452	----------	----------	----------	----------	578
Leased tractors in inter-city operation	----------	11,869	----------	----------	----------	----------	----------	----------
Total Leased Vehicles (including purchased transportation)	----------	11,869	54,452	----------	----------	----------	----------	578
HOURS OPERATED — COMMON CARRIER ONLY								
Used exclusively in pick-up and delivery and other local service—								
Owned vehicles	74,880	110,000	N.A.	202,176	78,900	30,564	59,746	N.A.
Leased vehicles	----------	----------	N.A.	----------	----------	----------	----------	N.A.
Tons of revenue freight carried in inter-city service	46,251	51,752	34,308	61,178	59,670	20,064	64,101	26,641
Ton-miles in inter-city revenue freight carried	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Freight revenue from inter-city service, including pick-up and delivery if provided for in line-haul rate	$ 490,225.74	$ 645,023.42	$ 515,359.61	$1,330,266.30	$ 522,730.80	$ 309,688.15	$ 243,323.83	$ 262,305.61
Revenue from local service	1,450.00	----------	----------	----------	----------	1,143.66	----------	----------
Total Freight Revenue	$ 491,675.74	$ 645,023.42	$ 515,359.61	$1,330,266.30	$ 522,730.80	$ 310,831.81	$ 243,323.83	$ 262,305.61

E-Indicates Estimate.
N.A.-Indicates Not Available.

Ferry Companies

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1940
GENERAL BALANCE SHEET—ENTIRE COMPANY
AT DECEMBER 31, 1940

ASSETS	Bee Line Ferry, Inc.
INVESTMENT	
Real estate and equipment	$ 302,831.68
Reserve for accrued depreciation	98,783.31
Intangible assets (Franchise and goodwill)	60,204.62
Total Investment	$ 264,252.99
WORKING ASSETS AND ACCRUED INCOME	
Cash	$ 3,022.83
Miscellaneous accounts receivable	255.91
Material and supplies	255.03
Total Working Assets and Accrued Income	$ 3,533.77
DEFERRED DEBIT ITEMS	
Insurance premiums paid in advance	$ 5,761.63
Other deferred debit items	6,730.11
Total Deferred Debit Items	$ 12,491.74
Grand Total	$ 280,278.50
LIABILITIES	
CAPITAL STOCK	
Common stock	$ 136,500.00
WORKING AND ACCRUED LIABILITIES	
Loans and bills payable	$ 534.68
Audited vouchers and wages unpaid	7,252.75
Other working liabilities	2,582.89
Taxes accrued	14,723.75
Total Working and Accrued Liabilities	$ 25,094.07
CORPORATE SURPLUS	
Profit and loss—Credit	$ 118,684.43
Grand Total	$ 280,278.50

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1940
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

ITEM	BEE LINE FERRY, INC.	
	Debit	Credit
Balance at beginning of year	$	$ 99,664.34
Transferred from income		29,395.82
Income tax refund		544.27
Dividend appropriation	10,920.00	
Credit balance at December 31, 1940	118,684.43	
Total	$ 129,604.43	$ 129,604.43

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1940
ANALYSIS OF TRAFFIC

ITEM	BEE LINE FERRY, INC.	
	Passengers	Vehicles
Foot	8,318	
Trucks	3,209	5,569
Automobiles	62,574	49,895
Automobiles—Special	323	109
Excursions	33,992	16,331
Excursions returns	31,707	15,441
Automobiles (maximum $2.50)	9,225	1,522
Automobiles (maximum $2.00)		1,002
Busses	7,058	485
Trailers		691
Total	156,406	91,045

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1940
INCOME ACCOUNT—ENTIRE COMPANY

ITEM	Bee Line Ferry, Inc.
OPERATING REVENUES—TOLLS	
Trucks	$ 10,313.65
Foot passengers	2,104.70
Passengers in automobiles	15,643.50
Automobiles	79,551.85
Excursions	46,999.00
Automobiles (maximum rates of $2.00 and $2.50)	5,809.00
Busses	2,084.75
Trailers	551.25
Miscellaneous	311.95
Refunds on unused tickets and coupons	* 2,694.89
Net revenue from tolls	$ 160,674.76
Miscellaneous operating revenue	1,780.92
Total Operating Revenue	$ 162,455.68
OPERATING EXPENSES—	
MAINTENANCE OF EQUIPMENT	
Superintendence	$ 2,681.83
Repairs to vessels	18,027.71
Depreciation on vessels	13,330.53
Total Maintenance of Equipment	$ 34,040.07
MAINTENANCE OF TERMINALS	
Wages	$ 2,612.16
Docks, wharves, and buildings	5,709.49
Depreciation on terminals	1,598.03
Total Maintenance of Terminals	$ 9,919.68
TRAFFIC EXPENSE	
Advertising	$ 4,840.42
Stationery and printing	725.05
Other traffic expenses	690.47
Total Traffic Expenses	$ 6,255.94
TRANSPORTATION EXPENSE	
Wages of crew	$ 26,483.60
Fuel and lubricants	10,975.90
Supplies	947.61
Total Operation of Vessels	$ 38,407.11
Salaries of agents, clerks, and attendants	$ 2,574.33
Stationery and printing	337.85
Light, heat, power and water	305.98
Total Operation of Terminals	$ 3,218.16
Damage to property	$ 55.61
Grand Total Transportation Expense	$ 41,680.88

Asterisk indicates debit item.

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1940
INCOME ACCOUNT—ENTIRE COMPANY

ITEM	Bee Line Ferry, Inc.
GENERAL EXPENSE	
Salaries of general officers	$ 4,777.50
Salaries of clerks and attendants	4,343.96
General office supplies	369.01
Law expense	1,525.06
Insurance	8,859.02
Stationery and printing	42.09
Other general expense	2,548.58
Total General Expense	$ 22,465.22
Total Operating Expenses	$ 114,361.79
Net revenue from ferry operations	$ 48,093.89
Taxes accrued	16,120.91
Net ferry operating income	$ 31,972.98
INCOME DEDUCTIONS	
Interest on funded debt	$ 363.74
Amortization of discount on funded debt	2,213.42
Total income deductions	$ 2,577.16
Credit balance transferred to profit and loss	$ 29,395.82

INDEX

A

Page

ACE TRANSFER COMPANY—
Transfer of permit No. 245 to Bailey Transfer Co. 128

AIR BASE LINES, INC., AND TAMIAMI TRAIL TOURS, INC.—
Transfer of operating rights under Certificate No. 28 101

AIR BASE BUS LINES, INC.—
Extension of operating rights between Tampa and Temple Terrace 103

ALABAMA AND FLORIDA TRANSPORTATION COMPANY—
Certificate to operate as a common carrier from Ala.-Fla. state line to Marianna 263

ALABAMA AND WESTERN FLORIDA RAILROAD COMPANY—
To destroy records 19

ALAGA COACH LINES, INC., AND WEST FLORIDA TRANSPORTATION CO.—
Approval of transfer of Certificate No. 211 to Alaga 239

ALDERMAN, MRS. J. D.—
Certificate of Public Convenience and Necessity between Jacksonville and Gainesville 99

AMERICAN TRANSFER CO.—
Limited Common Carrier Certificate between Tampa and McDill Field 158

APPLICATIONS—
Ace Transfer Co., Transfer Permit No. 245 to Bailey Transfer Co. 128
Air Base Bus Lines, Inc., extension of operating rights between Tampa and Temple Terrace 103
Alabama and Florida Transportation Company, Certificate to operate as a common carrier from Ala.-Fla. state line to Marianna 263
Alabama and Western Florida Railroad Co., destroy records 19
Alderman, Mrs. J. D., Certificate between Jacksonville and Gainesville 99
American Transfer Co., limited common carrier certificate between Tam pand McDill Field 158
Ashmore Coach Line, Certificate of Public Convenience and Necessity between Graceville and Ebro 93
Amendment of certificate between Graceville and Ebro 113

Page

Atlantic Coast Line Railroad, abandonment of Lucerne Park branch line 16

Atlantic Distributing Co., certificate to transport under contract petroleum from Jacksonville to Sanford 184

Blowers, Tom H., contract carrier certificate to haul packing house products out of Tampa 241

Boca Grande Ferry Co., Inc., operation of ferry between Placida and Boca Grande 13

Boynton, C. J., certificate to transport under contract gasoline and oil from Panama City to Quincy and Bristol 180

Brown's Motor Freight Lines, Inc., to serve Cecil Field 172

Approval of lease and sale of operating rights and properties of Brown's Motor Freight Lines, Inc. 242

Amending Order No. 1492, approval of sale and lease of operating rights and properties of Brown's Motor Freight Lines, Inc. 245

Burn's Brothers Truck Line, certificate for operation between Jacksonville and Ocala 187

Central Truck Lines, to serve Cecil Field 172

Extension of Certificate No. 56 to transport freight intrastate between Jacksonville and Maxville, etc. 231

Cocoa and Peninsula Motor Lines, certificate to operate from Cocoa and serve several surrounding points 164

Authority to extend its Certificate of Public Convenience and Necessity 265

Coral Gables, City of, substitution of motor bus transportation in lieu of regular street car service 24

Cosson, A. D., certificate as a common carrier of passengers from Florala to DeFuniak Springs 188

DeLoach, S. L. and F. L. Edwards, transfer of Permit No. 238 issued to S. L. DeLoach 267

Flamingo Truck Lines, Inc., extension of certificate to include transportation in interstate commerce between Tallahassee, Tampa, Live Oak and Marianna 122

To serve Cecil Field 172

Extension of certificate to operate in intrastate commerce between Jacksonville and Tallahassee, State Line and Tampa, and Tallahassee and Marianna 208

Extension of its Certificate No. 228 to operate in intrastate freight between Jacksonville and Camp Blanding, etc. 234

Florida-Alabama Motor Lines, certificate to operate between state line and Milton, etc. 182

Rehearing, certificate for operation from state line to Milton 218

Page

Florida Motor Lines Corp., change schedules between Jacksonville and Tallahassee, Ocala and Jacksonville ... 93
Extension of Certificate No. 8 over road 67 and road 26 and 26-A ... 104
Extension of Certificate No. 8 to cover common carriage between Homosassa and DeLand, etc. ... 109
Petition for rehearing re operation over roads 67 and 26 and 26-A ... 131
Amending Order No. 1399 clarifying rights of Glades "K" Motor Lines ... 132
Extension of Certificate of Public Convenience and Necessity ... 137
Extension of certificate ... 199
Intrastate schedule between Williston and Lake City ... 205
Extension of certificate ... 206
A new schedule between Tallahassee and St. Petersburg ... 258

Fort Myers Transit Service, certificate to transport passengers and light freight between Ft. Myers and Ft. Myers Beach ... 153

Gator Motor Lines and Florida Motor Lines Corp., transfer of Certificate No. 208 to Florida Motor Lines Corp. ... 138

Gay, E. M., certificate as a common carrier of freight between Panama City and the Ala.-Fla. state line ... 256

Georgia-Florida Coaches, Inc., certificate between Ga.-Fla. state line and Williston ... 166

Georgia Stages and Clarke Motor Lines, approval of a lease between the parties ... 197

Glades "K" Motor Lines, extension of its certificate to operate on road 26 ... 131
Amending Order No. 1399 to clarify operating rights into Miami over state road 26 ... 132
Approval of lease of operating rights between Moore Haven and Childs Crossing ... 160

Glades Motor Lines, Inc., approval of lease from Tamiami Trail Tours, Inc., and from Glades "K" Motor Lines ... 134

Great Southern Trucking Company, additional schedules between Jacksonville and Miami ... 100
To serve Cecil Field ... 172

Halifax Transfer Co., limited common carrier certificate to transport certain commodities ... 179

Horton, C. W., Certificate of Public Convenience and Necessity as a common carrier. ... 192

Page

Inter County Telephone and Telegraph Co., revise sections 7-A and 7-B of general exchange tariffs relative to hotels and apartments 17

K and L Transportation Co., registration of interstate operation between certain points 126
Additional schedules 155

Liberty Film Lines, Certificate of Public Convenience and Necessity as a contract carrier. Order No. 1469 193
Order No. 1469, certificate as a contract carrier, cancelled 262

Long and Clark, Inc., certificate as a common carrier between Sebring and the U. S. Basic Air Corps Training Center 247

McCaskill, K. E., limited common carrier certificate 148

Marshall Transfer Co., transfer of certificate to Cheshire Truck Line 112

Miami Beach Railroad Co., discontinue its operation of street cars in the city of Miami 26

Miami-Key West Sightseeing Co., Certificate of Public Convenience and Necessity between Miami, Miami Beach and Key West 111

Miami Transfer Co., authority to render delivery service 151

Miller, John Oliver, extension of its certificate to authorize transportation between St. Augustine and Starke 176
Amending Order No. 1459 granting certificate to authorize transportation between St. Augustine and Starke 204

Motor Fuels Transport, Inc., approval of agreement of consolidation with Blue's Truck Line, Inc. 222
Transport under contract with American Oil Co., certain products between Port Everglades and Stuart 236
Extension of its certificate to authorize transportation under contract for Orange State Oil Co. 260
Petition of S. A. L. for re-hearing on order granting authority transport for Orange State Oil Co 269

Osceola Groves, Inc., permit as a "for hire" carrier 220

Panama City Transit Co., certificate covering operation between Panama City and the Military Air Base 133
Extension of certificate 163

Peters Truck Line, to serve Cecil Field 172

Petroleum Carrier Corp., extension of certificate to transport petroleum products under contract with the American Oil Co... 215
Clarification of Certificate No. 19 268

Page

Ploof, H. C., Transfer and Ploof Transfer Co., a corporation, transfer of Permit No. 138 to Ploof Transfer Co. ... 175

Smith, Royce W., certificate as a common carrier between Pinellas Park and St. Petersburg ... 243

Southeastern Telephone Co., to convert magneto exchange in Greenville to a common battery automatic dial system ... 28

St. Andrews Bay Transportation Co., extension of its certificate.. 96
Extension of its certificate ... 156

St. Joe Bus and Truck, Co., Inc., certificate for operation between Port St. Joe and Panama City ... 129

St. Joseph Telephone and Telegraph Co., improve exchange at Port St. Joe ... 11
Establish an exchange for River Junction ... 18
Toll rates between Port St. Joe and Wewahitchka and between Apalachicola and Carrabelle ... 21
Physical connection of telephone lines near Tallahassee with lines of the Southeastern Telephone Co. ... 27

Suwannee and Gulf Stages, extension of Certificate No. 229 between Live Oak and Jasper over State Road 50 ... 95

Tamiami Trail Tours, Inc., and Air Base Bus Lines, Ins., transfer of operating rights under Certificate of Public Convenience and Necessity No. 28 ... 101
Extension of Certificate of Public Convenience and Necessity.... 149
A new schedule between Tallahassee and Tampa ... 259

Teche Lines, Inc., rehearing of Order No. 1462 re Florida-Alabama Motor Lines ... 218

Troup Brothers, limited common carrier of heavy contractor equipment ... 250

University City Transfer Co., Inc., approval of sale of Certificate No. 89 and 97 to Flamingo Truck Lines, Inc. ... 170

Washington Storage Co., Certificate of Public Convenience and Necessity as a limited common carrier ... 246

West Florida Transportation Co., approval of transfer of Certificate of Public Convenience and Necessity to Alaga Coach Lines, Inc. ... 239

White, Troy, certificate to transport freight between Panama City and points in surrounding counties ... 257

Williams, L. L., common carrier certificate from Cross City to Lake City, Old Town to Branford ... 161

Wood-Hopkins Construction Co., Inc., certificate as a limited common carrier ... 252

Page

APPLICATIONS—
Digest of applications filed with commission in 1941 37

ASHMORE COACH LINES—
Certificate of Public Convenience and Necessity between Graceville and Ebro 93
Amending Order No. 1391. Certificate of Public Convenience and Necessity between Graceville and Ebro 113
Temporary authority to operate over a portion of State Highway No. 10 in lieu of operation by St. Andrews Bay Transportation Co. 121
Lease agreement with St. Andrews Bay Transportation Co. 127
Cancellation of lease with St. Andrews Bay Transportation Co. 153
Complaint, by Weaver Coach Line, vs. 236

ATLANTIC COAST LINE RAILROAD—
Abandonment of Lucerne Park branch line 16

ATLANTIC DISTRIBUTING CO.—
Certificate to transport under contract petroleum and petroleum products from Jacksonville to Sanford 184

AUTO TRANSPORTATION COMPANIES—
Statistics of 389

B

BAILEY TRANSFER CO.—
Transfer of Permit No. 245 from Ace Transfer Co. 128

BLOWERS, TOM H.—
Charge of violation of the terms and conditions of his permit 117
Hearing on the violation of terms of permit 143
Payment of the fine for the violation of the terms of his permit 174
Contract carrier certificate to haul packing house products from Tampa 241

BLUE'S TRUCK LINES, INC.—
Approval of agreement of consolidation with Motor Fuels Transport, Inc. 222

BOAT LINE OPERATIONS—
Statistics of 363

BOCA GRANDE FERRY CO., INC.—
Operation of ferry between Placida and Boca Grande 13

BOWDEN, LEROY—
Investigation and classification of operation 97

Page

BOYNTON, C. J.—
Certificate to transport under contract gasoline and oil from Panama City to Quincy and Brisotl 180

BRIDGE COMPANIES—
Statistics of 337

BROWN'S MOTOR FREIGHT LINES, INC.—
To serve Cecil Field 172
Approval of lease and sale of operating rights and properties of Brown's Motor Freight Lines, Inc., to St. Johns River Line Company 242
Amending Order No. 1492, approval of sale and lease of operating rights and properties of Brown's Motor Freight Lines, Inc..... 245

BUIE, J. H.—
Failure to pay mileage tax 123

BURN'S BROTHERS TRUCK LINE—
Certificate for operation between Jacksonville and Ocala..... 187

C

CARRIERS—
Common listed 53
Contract listed 55
Intrastate limited common carriers listed 59
Intrastate special permit and certificate holders 57

CEMENT—
Intrastate freight rates and charges, C. L. between points in Florida 20

CENTRAL TRUCK LINES, INC.—
To serve Cecil Field 172
Extension of Certificate No. 56..... 231

CERTIFICATES AND PERMITS—In effect 37

CERTIFICATE OF REGISTRATIONS 63

CERTIFICATE OF REGISTRATION—Reciprocal carriers 78

CHASTAIN, L. C.—
Failure to pay mileage taxes 125

CHESHIRE TRUCK CO.—
Transfer of certificate from Marshall Transfer Co..... 112

Page

CLARKE MOTOR LINES—
Approval of a lease with Georgia-Florida Stages 197

COCOA AND PENINSULA MOTOR LINES, INC.—
Authority to extend its Certificate of Public Convenience and Necessity 265
Certificate for operation from Cocoa to the Naval Air Station..... 164

COMMISSIONERS—
Listed as to years in office..... 3

COMPLAINTS—
Blowers, Tom H., violation of the terms of his permit..... 117
Five Transportation Co., failure to file annual report..... 154
Gatlin, J. F., violation of the terms of his permit..... 116
Howard Hall Co., Inc., violation of the rules governing the use of Railroad Commission number plates 120
Kennelly Transfer and Storage Co., operating without Railroad Commission plates 118
Leonard Brothers Transfer and Storage Co., violation of the terms of its certificate 141
Ploof, H. C., transporting property in violation of permit..... 115
Suddath Moving and Storage Co., violation of tariff..... 114
Sullivan, Long and Haggerty, operating without number plates and the name and number of the certificate on its vehicles..... 119
Weaver Coach Line, complaint against Ashmore Coach Line 236

CORAL GABLES—
Substitution of motor bus transportation in lieu of regular street car service 24

COSSON, A. D.—
Certificate for operation as a common carrier of passengers from Florala to DeFuniak Springs 188

D

DeLOACH, S. L.—
Transfer of Permit No. 238 issued to S. L. DeLoach to F. L. Edwards 267

DIGEST—Applications filed with the Railroad Commission..... 37

E

EDWARDS, F. L.
Transfer of Permit No. 238 issued to S. L. DeLoach..... 267

ELECTRIC RAILWAY—
Statistics of 353

Page

EQUIPMENT—
Number of pieces listed with the commission 37

EXPRESS COMPANIES—
Statistics of 341

F

FERRY COMPANIES—
Statistics of 425

FIVE TRANSPORTATION COMPANY—
Charge of failure to file annual report 154
Failure to report and pay certain mileage tax 124
Hearing on failure to file annual report 198
Payment of fine for failure to file annual report 235

FLAMINGO TRUCK LINES, INC.—
Extension of certificate to include transportation in interstate commerce between Tallahassee, Tampa, Live Oak and Marianna 122
Approval of sale of Certificate No. 89 and 97 of University City Transfer Company to Flamingo Truck Lines, Inc. 170
To serve Cecil Field 172
Extension of certificate to operate intrastate between Jacksonville and Tallahassee, State Line and Tampa, and Tallahassee and Marianna 208
Extension of its Certificate No. 228 to operate in intrastate freight between Jacksonville and Camp Blanding, etc. 234

FLORIDA AGRICULTURAL PHOSPHATE ASSOCIATION—
Rates on phosphates, sand and clay 22

FLORIDA-ALABAMA MOTOR LINES—
Certificate for operation between State Line and Milton 182
Certificate for operation from Ala.-Fla. state line to Milton and Ala.-Fla. line and Baker 218

FLORIDA MOTOR LINES CORPORATION—
Change of schedule between Jacksonville and Tallahassee 93
Extension of Certificate No. 8 over Roads 67 and Road 26 and 26-A 104
Extension of Certificate No. 8 between Homossa and Deland, etc. 109
Petition for reconsideration of Order No. 1399 131
Amending Order No. 1399 132
Extension of Certificate No. 8 between Jacksonville and Maxville, etc. 137

Page
Transfer of Certificate No. 208 held by Gator Motor Lines..... 138
Extension of certificate from Camp Blanding to St. Augustine, Camp Blanding to Gainesville, and from Camp Blanding to the Beaches. Order No. 1472 199
Intrastate schedule between Williston and Lake City 205
Supplementing Order No. 1472 extension of certificate..... 206
A new schedule between Tallahassee and St. Petersburg..... 258

FORT MYERS TRANSIT SERVICE—
Certificate between Ft. Myers and Ft. Myers Beach..... 153

F

GATLIN, J. F.—
Charge of violation of the terms and conditions of his permit..... 116
Hearing on the violation of his permit..... 146
Payment of a fine for the violation of the terms of his permit..... 173

GATOR MOTOR LINES—
Transfer of Certificate No. 208 to Florida Motor Lines Corp..... 138

GAY, E. M.—
Certificate as a common carrier of freight between Panama City and the Ala.-Fla. state line..... 256

GEORGIA-FLORIDA COACHES, INC.—
Certificate of Public Convenience and Necessity between Ga.-Fla. state line and Williston 166

GEORGIA-FLORIDA STAGES—
Approval of a lease with Clarke Motor Lines 197

GEORGIA STAGES, INC.—
Consolidated certificate of Georgia Stages, Inc..... 255

GLADES "K" MOTOR LINES—
Extension of certificate to operate over Road 26..... 131
Amending Order No. 1399, right of operation over Road 26 into Miami 132
Approval of lease of operating rights between Moore Haven and Childs Crossing 160

GLADES MOTOR LINES, INC.—
Approval of lease from Tamiami Trail Tours, Inc., and from Glades "K" Motor Lines 134
Approval of lease of operating rights between Moore Haven and Childs Crossing 160

Page

GREAT SOUTHERN TRUCKING CO.—
Additional schedule betwewen Jacksonville and Miami 100
To serve Cecil Field 172

H

HALIFAX TRANSFER CO.—
Limited common carrier certificate for the transportation of certain commodities 179

HORTON, C. W.—
Certificate of Public Convenience and Necessity as a limited common carrier 192

HOWARD HALL CO., INC.—
Violation of the rule governing the use of the Railroad Commission number plates 120
Hearing on the violation of the use of its number plates..... 147

I

INFORMAL APPLICATIONS AND COMPLAINTS, listed 29

INTER COUNTY TELEPHONE AND TELEGRAPH CO.—
Revise Sections 7-A and 7-B of general exchange tariffs relative to hotels and apartments 17

INTERSTATE COMMERCE CASES 273

INTRASTATE CARRIERS—
Special permit carriers and certificate holders listed..... 57
Limited common carriers listed 59

J

JACK COLE CO., INC.—
Operation without Railroad Commission plates 140
Hearing on operation without Railroad Commission plates..... 162
Payment of fine for operating without Railroad Commission plates 203

JOHANSEN, C. W. —
Failure to pay mileage tax..... 124

K

K AND L TRANSPORTATION CO.—
Registration of interstate operation between certain points..... 126
Additional schedules 155

Page

KENNELLY TRANSFER AND STORAGE CO.—
Complaint for operating without Railroad Commission number plates ... 118
Hearing on operation without Railroad Commission number plates ... 145
Payment of fine for operating without Railroad Commission number plates ... 152

L

LEE'S COACH LINE—
Agreement with St. Andrews Bay Transportation Co. ... 238

LEONARD BROTHERS TRANSFER AND STORAGE CO.—
Charge of violating the terms of their certificate ... 141
Hearing on the violation of the terms of their certificate ... 190
Payment of fine for violating the terms of certificate ... 231

LIBERTY FILM LINES—
Certificate as a contract carrier ... 193
Certificate as a contract carrier cancelled ... 262

LONG AND CLARK, INC.—
Certificate as a common carrier between Sebring and the U. S. Basic Air Corps training center ... 247

M

McCASKILL, K. E.—
Limited common carrier certificate ... 148

MARSHALL TRANSFER CO.—
Transfer of certificate to Cheshire Truck Co. ... 112

MIAMI BEACH RAILROAD CO.—
Discontinuance of its operation of street cars in the city of Miami 26

MIAMI-KEY WEST SIGHTSEEING CO.—
Certificate between Miami, Miami Beach and Key West ... 111

MIAMI TRANSFER CO.—
Authority to render delivery service ... 151

MILLER, JOHN OLIVER—
Extension of Certificate No. 210. Order No. 1459 ... 176
Amending Order 1459 granting extension of certificate ... 204

MOTOR FUELS TRANSPORT, INC.—
Approval of agreement for consolidation with Blue's Truck Lines .. 222

Page

Transport under contract with American Oil Co. petroleum products between Port Everglades and Stuart 236
Extension of its certificate to authorize transportation under contract for Orange State Oil Co..... 260
Petition for a hearing on extension of certificate..... 269

N

NEWHALL, JOHN E.—
Revocation of Certificate No. 78 266

O

ORANGE LINES, INC.—
Assignment of operating rights of Camp and Keystone Lines..... 108

OSCEOLA GROVES, INC.—
Permit as a "For Hire" carrier 220

P

PAN-AMERICAN BUS LINES AND PAN-AMERICAN TRAILWAYS, INC.—
Lease between the two 254

PANAMA CITY TRANSIT CO.—
Certificate for operation between Panama City and the Military Air Base 133
Extension of certificate for operation between Panama City and the military air base 163

PERMITS—
Cancelled in 1941 51
Granted in 1941 37
Certificates and permits in effect 37
Passenger 69

PETERS TRUCK LINE—
To serve Cecil Field 172

PETROLEUM CARRIER CORP.—
Extension of certificate to transport under contract with the American Oil Co. 215
Clarification of Certificate No. 19 268

PHOSPHATIC SAND OR CLAY RATES—
Complaint by Florida Agricultural Phosphate Association..... 22

Page

PLOOF, H. C. TRANSFER CO.—
Complaint for transporting property in violation of its permit.... 115
Payment of fine for the violation of its permit..... 142
Transfer of Permit No. 138 to Ploof Transfer Co., a corporation.. 175

PUBLIC UTILITIES—
Financial and operating statistics of..... 321

R

RAILROADS—
Statistics of steam operated 322

REPORT CHARGES—
Uncompleted person to person and refused collect station to station long distance 24

S

SLEEPING CAR COMPANIES—
Statistics of 347

SMITH, ROYCE W.—
Certificate as a common carrier between Pinellas Park and St. Petersburg 243

SOUTHEASTERN TELEPHONE CO.—
To convert magneto exchange in Greenville to a common battery automatic dial system 28

SPECIAL COUNSEL—
Report of 273

APPENDIX TO REPORT OF REPORT OF SPECIAL COUNSEL

Decisions interpreting Florida Motor Transportation Laws..... 283

ST. ANDREWS BAY TRANSPORTATION CO.—
Extension of certificate to a point near Port Washington and a a point near Free Port 96
Lease agreement with Ashmore Coach Line 127
Cancellation of lease 153
Extension of certificate 156
Agreement with Lee's Coach Line 238

ST. JOE BUS AND TRUCK CO., INC.—
Certificate between Port St. Joe and Panama City 129
To discontinue its operation between Port St. Joe and Panama City 249

Page

ST. JOHNS RIVER LINE CO.—
Approval of lease and sale of operating rights and properties of Brown's Motor Freight Lines, Inc. ... 242
Amending Order No. 1492, approval of sale and lease of operating rights and properties of Brown's Motor Freight Lines ... 245

ST. JOSEPH TELEPHONE AND TELEGRAPH CO.—
Application to improve exchange at Port St. Joe ... 11
Establish exchange at River Junction ... 18
Toll rates between Port St. Joe and Wewahitchka and between Apalachicola and Carrabelle ... 21
Physical connection of telephone lines near Tallahassee with lines of Southeastern Telephone Co. ... 27

SUDDATH MOVING AND STORAGE CO.—
Citation for tariff violations ... 114
Payment of fine for violation ... 125
Violation of tariff and rules governing maximum hours of service for drivers ... 189
Payment of fine for violation ... 204

SULLIVAN, LONG AND HAGERTY—
Operating without number plates and the name and number of the certificate on its vehicles ... 119
Payment of fine for violation ... 143

SUWANNEE AND GULF STAGES—
Extension of certificate between Live Oak and Jasper over State Road 50 ... 95

T

TABLE OF CONTENTS ... 7

TAMIAMI TRAIL TOURS, INC., AND AIR BASE BUS LINES, INC.—
Transfer of operation rights under Certificate No. 28 ... 101
Extension of certificate ... 149
New schedule between Tallahassee and Tampa ... 259

TELEGRAPH-CABILE COMPANIES, Statistics of ... 371

TELEPHONE CALLS—
Report charges uncompleted person to person and refused collect station to station ... 24

TELEPHONES COMPANIES, Statistics of ... 377

TELEPHONE ENGINEER, Report of ... 317

Page

TROUP BROTHERS—
Limited common carrier of heavy contractor equipment 250

U

UNIVERSITY CITY TRANSFER CO., INC.—
Approval of sale of Certificates 89 and 97 to Flamingo Truck Lines, Inc. 170

W

WASHINGTON STORAGE CO—
Certificate as a limited common carrier 246

WEAVER COACH LINE—
Complaint against Ashmore Coach Line 236

WEST FLORIDA TRANSPORTATION CO.—
Approval of transfer of its certificate to Alaga Coach Lines, Inc... 239

WHITE, TROY—
Certificate to transport freight between Panama City and points in surrounding counties 257

WILLIAMS, L. L.—
Common carrier certificate 161

WINTER PARK TELEPHONE CO.—
Extended service between Orlando and Winter Park 12

WOOD HOPKINS CONSTRUCTION CO., INC.—
Certificate as a limited common carrier 252

WRECKS—
Reported by truck and bus companies 42